

CITY OF BOSTON.



City Document No. 12.

FIRST REPORT OF THE BOARD OF COMMISSIONERS OF THE DEPARTMENT OF PARKS FOR THE CITY OF BOSTON.

JANUARY 1, 1876.

To the Honorable City Council:—

GENTLEMEN,—The commissioners appointed under the act entitled "An act for the laying out of public parks in or near the City of Boston," have the honor to submit the following as their First Annual Report (being a report of progress only), as required by Section 15 of said act.

The park act was passed by the Legislature, and approved by His Excellency the Governor, May 6, 1875.

On June 9 the act was submitted to the legal voters of Boston, and duly accepted.

On July 6 His Honor the Mayor appointed the undersigned to serve as a Board of Park Commissioners, without pay. These appointments were approved by the Board of Aldermen on the same day, and by the Common Council on July 16.

On Oct. 1 the Common Council passed an order transferring the sum of \$6,900 from the Reserved Fund to the Park Department, to defray expenses during the current financial year, which order was concurred in by the Board of Aldermen, and approved Oct. 5, 1875.

From this date the commissioners have given daily attention to their duties, and have endeavored by many private and public hearings to ascertain the views of their fellow-citizens. The knowledge thus obtained has been of very considerable service to the Board.

A staff of surveyors and draughtsmen, required for the systematic examinations of lands as a preliminary to their selection, was organized as soon as authority was given to incur the necessary expenses.

The subject is a more complicated one than would at first appear, as the locations to be chosen have to be examined with regard to many different points, such as convenience of

access, original cost and betterments, probable cost of improvements, sanitary conditions and natural beauty. The commissioners will continue their work until they are prepared to present a detailed report supplementary to this, accompanied by plans, estimates, and recommendations.

A detailed statement of the expenses of the department accompanies this report.

All of which is respectfully submitted,

T. JEFFERSON COOLIDGE.

WM. GRAY, JR.

CHARLES H. DALTON.

EXPENDITURES OF THE PARK DEPARTMENT.

Amount appropriated Oct. 5, 1875	.	.	\$6,900 00
Amount expended to Dec. 31, 1875	.	.	1,987 81

Unexpended balance Jan. 1, 1876	.	.	<u>\$4,912 19</u>
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The above amount of \$1,987.81 was expended as follows:—

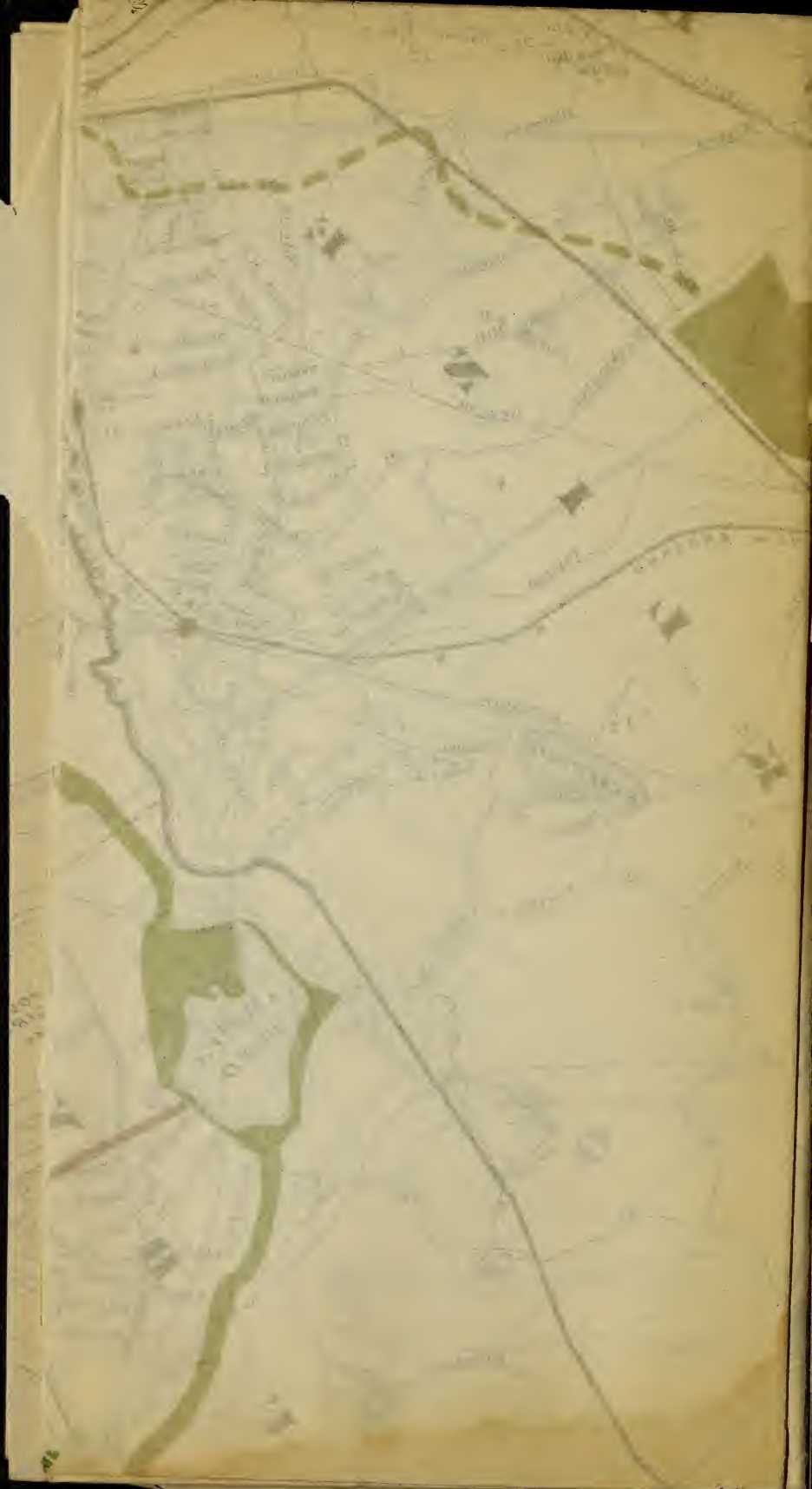
Salary of clerk	\$280 00
Draughtsmen, and drawing materials	418 57
Surveyors and assistants, materials, etc.	.	.	.	.	.	935 09
Maps, plans, etc.	.	.	.	.	.	117 55
Advertising notices of hearings	.	.	.	.	.	121 39
Stationery	.	.	.	.	.	87 41
Printing	.	.	.	.	.	25 63
Washing towels	.	.	.	.	.	2 17
						<u>\$1,987 81</u>





PRINTED FOR
PARK DEPARTMENT
CITY OF BOSTON
— 1876 —
PROPOSED
PARKS AND PARKWAYS

- REFERENCES.
- Proposed Parks and Parkways.
 - Present Public Grounds.
 - Roadways (present and proposed).
 - Sewer Comm'r's line for Sewer.
 - Railroad Stations.





CITY OF BOSTON.

City Document No. 42.

SECOND REPORT OF THE BOARD OF COMMISSIONERS OF THE DEPARTMENT OF PARKS FOR THE CITY OF BOSTON, 1876.

To the Honorable the City Council of the City of Boston:—

The Commissioners appointed under the act entitled "An Act for the laying out of Public Parks in or near the City of Boston," have the honor to submit the following report, as supplementary to that of January 1, 1876.

In pursuance of their "power to locate within the limits of the city one or more public parks," with the limitation, "that no land shall be taken, or other thing involving an expenditure of money done, until an appropriation, sufficient to cover the estimated expense thereof, shall have been made by a vote of two-thirds of each branch of the City Council of said city," the Commissioners have located several parks and prepared estimates of the expense thereof, as required by said Act.

In selecting the hereinafter-described lands and recommending them as suitable for public parks and park-ways for the present and future needs of the city, the Commissioners have been guided by the following considerations:—

1st — *Accessibility*, for all classes of citizens by walking, driving, riding, or by means of horse or steam cars.

2d — *Economy*, or the selection, so far as practicable, of such lands as are not at present income-producing property, and would least disturb the natural growth of the city in its business and domestic life, and of those which would become relatively nearer the centre of population in future years.

3d — *Adaptability*, or the selection of lands possessing in the greatest degree the natural physical characteristics necessary for park purposes, and requiring the least expenditure for subsequent development.

4th — *Sanitary advantages*, or the selection of such lands as would probably become unhealthy, if neglected or built upon.

In considering the first of these conditions, accessibility, attention was directed to the relative density of population in the different sections of the city. The following table, without being absolutely accurate, is sufficiently correct for the purposes of this report:—

District.	Population.	Acres.	Pop. per Acre.
Old Boston,	141,000	1,570	89
South Boston,	54,000	900	60
Charlestown,	34,000	600	56
Roxbury,	50,000	2,100	24
East Boston,	29,000	1,585	18
Dorchester,	16,000	4,533	3½
Brighton,	6,000	3,000	2
West Roxbury,	12,000	8,000	1½
<hr/>			
Population			342,000
Gross acreage			22,288
Average population per acre			15½

It thus appears that Old Boston, South Boston and Charlestown are to day the districts having by far the largest average number of inhabitants per acre, and contain over 66 per cent. of the whole population.

As the area required for business structures increases, the volume of inhabitants will necessarily decrease, while the territory to the west and southwest will not only receive the exodus from the first-mentioned districts, but must also provide homes for its own natural growth.

These three districts will, nevertheless, for many years contain a dense population, farther removed from any open country than either of the above-mentioned districts. As the city as yet includes no territory north of Charlestown, any parks within the city limits for the people of that district must be located in the more unoccupied country to the west and southwest.

Such parks would of course be reached with greater ease by the people of all the other districts of the city, East Boston only excepted, which, from the peculiarity of its location, has received independent treatment.

The second and third conditions—economy and adaptability—have close relations to each other. Many large tracts of land in the suburbs are unoccupied in the main, because their surfaces are of so abrupt, irregular, or rocky a character as to require excessive cost for grading, or of so low a grade as to be rendered unfit for ordinary building purposes. Such regions command a comparatively low

market value, even when surrounded by dwellings, but they may be made, under skilful treatment, to combine the most varied and beautiful of park scenery, or else render an equally important service to the public in securing increased health and cheerfulness.

THE GENERAL PLAN.

The "Report on the Establishment of a Public Park" (City Doc. 105, 1874) recommends, —

"*First*, that, in view of the present grade, and of the class of buildings which may be erected there, a park be laid out in some part of the territory between Arlington street and Parker's hill.

"*Second*, that a series of parks of moderate size, connected by proper roads, be laid out between the third and fourth mile circles; and that the land for a second series of larger size, beyond the first, be secured at once; these outer parks need not be improved until the growth of the city makes it necessary."

The study which the Commissioners have given to the topography of the city, during the past six months has led them to the same general conclusions. The difficulty has been so to apply these ideas as to accomplish the purpose in a manner which would prove to be reasonably successful and satisfactory to all interested immediately and in the future.

The plan which is herewith submitted undertakes to secure, in a greater or less degree, the prominent physical characteristics to be found within the city which would be valuable features in pleasure-grounds, and to use them so that they may contribute to the general health and pleasure of the people.

It is too late to accomplish these purposes in some localities as well as could be desired. Existing railroads, streets and grades, many of which were established independently of each other, have already determined the general character of the surface improvements, and any scheme for public grounds must, in the main, conform to these conditions. This lack of a comprehensive plan for the laying out of a large city is, with comparatively small exceptions, everywhere apparent. The growth of Boston, from its infancy, (as shown in its streets) has, till within a very few years, been without method, dependent chiefly upon the individual fancy or convenience of property owners, instead of being directed by municipal authority; this objectional policy is still practised in the suburbs, and will entail like results. Since the town became a large city the inconvenience of this want of system has compelled the government to expend

large sums, in partially correcting these irregular lines and grades, and in compensation to owners of property taken for these purposes. Uneconomical in lands and distances as this accidental growth of a city always is as affecting the practical affairs of life, it is not without some compensation in its greater picturesqueness. A city on a level plain with rectangular streets is doubtless laid out on the most convenient plan for the daily work of its citizens, but it is likely to be monotonous from its excessive regularity.

While, therefore, it has been impracticable to design a system or "series" of parks, accurately speaking, it has been possible to locate several independent parks, connected with each other, and corresponding, to a reasonable degree, with the ideas expressed in the report of 1874.

The plan now offered, and described in detail, includes water-fronts at City Point and Savin Hill, on the harbor, and on Charles river, as points of primary importance. Any plan which neglected to use these distinctive features of a sea-board city would not be worthy of the situation.

Between the waters of Charles river and Dorchester bay two urban parks are located, one each on the Back and South bays. The most prominent natural feature in the topography of the city is Parker Hill, a part of which has been taken and connected with the Back Bay Park, both for convenience, and in order to secure the effect of a long vista to and over Charles river.

These water-fronts, with their intermediate parks, complete the inner "series" of proposed improvements, and may, for convenience, be called the urban park system.

The commissioners have felt that the Back and South Bay parks were, in fact, matters of prime necessity, rather than choice, in a sanitary sense, and that no suburban parks, however beautiful and extensive, would at all compensate, either now or in future years, for the want of open spaces in these low and dangerous localities, bordering as they do upon the most densely inhabited parts of the city.

The first series of suburban parks has been selected with a different motive, inasmuch as local sanitary considerations, though always incidental, are not controlling. The large extent of unoccupied country between the fourth and fifth mile circles offers a broad field for choice, and the Commissioners have found themselves at liberty to consider the subject, comparatively free from the limitations existing in the more thickly settled districts.

The character of these outer parks should be essentially rural. They should possess a variety of surface, sufficient

elevation to secure purity of air, a good degree of picturesque-ness, and, in parts, extensive views. If some portions are already in wood, and others in meadow, with the outer limits well disguised, and with opportunities for ornamental water, all the best elements are combined.

Such a piece of land is not a park, but it may be transformed into one, both quickly and without great expense. Two locations answering to these requirements in a remarkable degree, easily accessible, and sufficiently large to meet the immediate wants of the people, have been selected.

The western location is in the Brighton district, directly east of and adjoining the Reservoir lands; the southern and larger one is in West Roxbury, on the high land, lying between the two valleys in which are the Boston and Providence and the New York and New England Railroads.

As a unique feature in the suburban system, Jamaica pond, with its immediate surroundings, has been included in the plan. These various locations will, immediately or eventually, be connected with each other, and also with the inner system, by park-ways, as hereinafter described. For reasons which are mentioned further on, a second and outer series of suburban parks has not at this time received attention.

For East Boston, a local park has been selected, on West Wood Island, which has a water-front; but it is believed that the people of that district, will, in common with the general public, largely make use of the parks above referred to.

The scheme thus briefly outlined, includes the two systems, urban and suburban, the former having water-fronts on the harbor and the river, with intermediate parks; the whole designed mainly with reference to the requirements of the public health, but valuable also for the daily pleasure of the citizens; the latter, selected more with reference to the recreation of the people, will also, as the city grows, become essential to the health of the population then living in their vicinity.

Referring to sanitary considerations, always paramount to such as are purely financial, the report of 1874 says:—

“Nothing is so costly as sickness and disease; nothing so cheap as health. Whatever promotes the former is the worst sort of extravagance; whatever fosters the latter is the truest economy.”

“The population in the territory within the six-mile circle from the State House has doubled every eighteen years since 1820; at this rate 1,700 acres” (comprising the area bounded by a line from Charles river to Arlington street, Dover-street bridge, Albany and Dudley streets, Longwood avenue, Cottage Farm station to point of starting on Charles river)

will be entirely occupied in less than twenty years. More than 150,000 people will then be living between Arlington street and Parker's hill. This district is a natural cesspool; from its centre the land rises to the highlands of Roxbury, to Parker's hill, and even towards Washington and Arlington streets. If it be filled to the grades of twelve feet above mean low water for the cellars, and eighteen feet for the streets, which are the ones established for what has been hitherto filled, there will be a large and densely populated district, into and over which will flow the surface drainage and much of the filth from an extensive tract of a higher level nearly all around it. It is easy to predict that the death-rate, not only of that district, but of the whole city, will be alarmingly increased unless stringent measures are adopted to prevent such misimprovement."

FINANCIAL CONSIDERATIONS.

The estimated expense of the purchase or taking of the various locations hereinafter described has been based throughout upon the assessed valuations of 1875. The Commissioners are of the opinion that these valuations are fully up to the real market values of the properties at this time.

While they do not wish to be understood by the tenor of this report as intending to express an opinion in regard to the wisdom of making appropriations at this time for the large expenditures necessary for securing the parks as located, leaving that important consideration with your Honorable Body, where the Act has placed it, it should be kept in mind that so far as the locations are, at the present time, unimproved and non-income-producing properties (and this is the condition of nearly the whole), the transfer of the fee from individual owners to the city will not in any degree affect the aggregate income of the community.

FINANCIAL EFFECT OF PARKS.

In the "Report on the Establishment of a Public Park" (City Doc. No. 105), the Commissioners say:—

"We think that money so expended will be well invested, and quickly returned, by betterments, and by the increase in taxable value of all surrounding property. In this connection it will not be out of place to see what has been done elsewhere, and what have been the results."

This opinion would appear to be justified by the recent experience of other American cities, as is shown by the accompanying table condensed from the same report:—

PARK COMMISSIONERS' REPORT.

7

CITIES.	Park estab- lished.	Real estate val- uation same year.	Area of parks.	Cost of lands and improve- ments.	Average in- crease real estate valua- tion.	Increase real estate valua- tion next parks.	Increase real estate valua- tion next parks beyond genl average.
New York . . .	1857	\$352,343,633	927	\$13,902,515	143 per ct.	768 per ct.	625 per ct.
Baltimore . . .	1860	131,540,072	685	1,575,090	69 " "	490 " "	331 " "
Brooklyn . . .	1866	123,000,000	559	9,000,000	62 " "	117 " "	55 " "
Philadelphia . .	1867	445,563,321	3009	7,237,000	21 " "	400 " "	379 " "
Chicago	1868	174,505,410	1897	6,232,753	34 " "	409 " "	366 " "

The report furthermore says : —

" It thus appears that while the increase of the cities has ranged from 21 to 143 per cent., the increase of the lands adjoining their parks has ranged from 117 to 768 per cent.

" While it would not be just to say that this remarkable growth in the vicinity of these parks has been entirely owing to their establishment, enough remains, after all reasonable deductions shall have been made, to show that they have been sources of large pecuniary profit to the communities in which they are situated."

" One of the strongest objections has been that Boston at this time should not increase its debt for any purpose not absolutely necessary. We think that the necessity exists from a sanitary point of view, and that the experience of other cities proves that the question of cost need not stand in the way of immediate action."

INFLUENCE OF CENTRAL PARK ON TAXES.

The official records of the New York Central Park Commissioners, for its first decade, are instructive as bearing upon financial considerations.

The assessed value of the three wards surrounding the park was in 1858,	\$26,429,565 00
The same in 1868,	117,926,230 00
Showing an increase of	91,496,665 00
And yielding an increased tax of	2,433,811 29
The total cost of the lands and improvements, at the end of 1868, was	10,463,965 33
The annual interest on which was	623,844 90
Showing a gain in the taxes of the three surrounding wards, above interest on all the cost of land and improvements, of	1,809,966 39

Even allowing that one-half of this excess of tax income over interest on cost of Central Park is due to the natural growth of the city, there still remains nearly one million

dollars, or nine per cent. on the whole cost, accruing to the public treasury in a single year as a profit upon the investment.

With the knowledge of such successful financial results in five other cities, it does not now require the same degree of courage as they displayed, to follow in a similar direction.

GENERAL INFLUENCE ON TAXES IN BOSTON.

While the Commissioners do not anticipate any such extraordinary local results from the establishment of parks in Boston, the system proposed in this report being general, instead of being centralized as in New York, and the benefit to estates, therefore, much more widely spread, they are of the opinion, that, within a very limited period, the same general result will obtain, and the rate of taxation will, thereby, be reduced rather than increased.

The influence of these parks will be such as not only to retain citizens within the limits, who would otherwise seek their domicile in neighboring towns, but it will also be to attract people and capital from the country to the city.

It is not an extravagant proposition, though unsusceptible of proof, that more taxable capital has been driven out of the city and invested in neighboring towns during the past twenty years, for lack of a frontage for dwellings similar to that around the Common and Public Garden, as would pay for the lands and improvements of the parks located under this Act, and that within ten years after laying out the said parks, a larger sum will be retained within the city, legitimately belonging to it, than the cost of these lands and improvements.

These remarks are not intended to convey the impression that there is any way to secure parks without paying for them; like all additions and improvements to the city, they will represent the result of human labor, to be paid for by the proceeds of productive industries.

In a limited sense, expenditures for parks are like those made for ornamental architecture and domestic decorations, and for amusements, theatres, music halls, and other luxuries appertaining to modern city life; though, unlike these, the enjoyment of parks is freely shared by the whole community.

PARK LOAN.

By the provisions of the Act, the expenses incurred for the actual purchase or taking of the lands for parks are to be defrayed by the issue of bonds to be designated "Public Park

Loan " made payable at such time as the City Council may decide, and the redemption of said loan is to be provided for by establishing a Sinking Fund, into which are to be paid all moneys received from betterments until such fund shall, with its accumulations, be sufficient to pay said loan at maturity.

BETTERMENTS.

The assessment of betterments due to the establishment of parks is a new problem in this city, and will require careful study whenever it shall come up for adjustment. The degree of benefit to adjacent lands will vary greatly in different localities; while, for instance, it may appear that lands in the vicinity of the urban parks and the park-ways as a whole will be directly benefited, to an amount nearly or quite equal to the first cost of the land taken, those adjacent to the large suburban parks would be increased in value in a much less ratio.

As the law allows two years after the taking of lands for parks, for the assessment of betterments, it has not been thought advisable to make any estimates of them at this time. It is not unlikely, however, that the gross amounts of betterments, with their accumulations, managed as is the custom of the city with its other sinking funds, would be enough to pay the park loan at its maturity, twenty-five or thirty years hence.

EXPENDITURES FOR IMPROVEMENTS.

For the improvement of the park-lands, it remains for the Council to vote moneys from time to time, to be raised by taxation, as may seem to it advisable, and as may be recommended by the Board of Commissioners, as is customary in other branches of the government; therefore, the Commissioners do not submit at this time any plans or estimates for the improvement of the locations. Justice to tax-payers, and a wise prudence in the management of the finances of the city, will suggest that expenditures for improvements should be spread over many years.

CHARACTER OF IMPROVEMENTS.

While the improvements of locations will necessarily differ in character, none should be elaborate. Especially should the sylvan features of the large parks be rigidly protected, and all costly artificial ornamentation be excluded. Simplicity of treatment, only, can harmonize with the natural

beauties of the grounds, while any unnecessary architectural or engineering display will be both a waste and disfigurement. Many of the noblest parks in England have, for centuries, been treated in this manner. "As a general rule, each element in their scenery is simple, natural to the soil and climate and unobtrusive, and yet the passing observer is very strongly impressed with the manner with which the views are successively opened before him, through the innumerable combinations into which the individually modest elements constantly rearrange themselves: views which often possess every quality of complete and expressive landscape composition."

On the other hand, some of the vast parks of France have been treated in the opposite, extremely artificial, style, with fountains, statuary, monuments, chateaux and gardens, probably because they were originally planned as royal residences, to meet the requirements of a highly extravagant manner of life.

But so extensive are these domains that some portions have always remained in their primitive wildness, and still give shelter to many animals in their natural state. To these splendid possessions the people of France have now succeeded.

NEW STREETS.

In locating some of the parks, it was necessary to consider the extension and widening of certain adjacent streets, already partly built, and also the laying out of entirely new ones. But the Board must not be understood as thereby trenching upon the functions of the Street Commissioners. The degree of success with which these extensions and new streets have been projected is the only claim for their consideration.

If the general direction of these new lines is approved and adopted by the proper authorities, with only inconsiderable changes, the boundaries of the parks affected will readily be made to conform; otherwise radical alterations will probably be necessary. The Commissioners anticipate no difficulty in this connection.

CHARLESTOWN DISTRICT.

The Commissioners regret that they are unable to recommend in this report any location for a park within the limits of the Charlestown district. No unoccupied land of sufficient area and appropriate character for the purpose exists. The best provision that can be made for the accommodations

of its citizens, at the present time, is to extend the Charles-river Embankment to Canal bridge, at Leverett street, as has been done, to enable them to reach the general system of parks in the pleasantest and most direct way.

Whenever the city shall acquire territory north of the Charlestown district, it will be necessary to provide one or more parks for the large and increasing population of that neighborhood. There are elevated lands within a short distance which are well adapted for pleasure-grounds.

PARK-WAYS.

Park-ways which differ from highways, by being designed with reference to recreation and ornamentation as well as traffic, are almost unknown in Boston; Commonwealth avenue and parts of Chester park being imperfect illustrations. Good examples exist, or are in process of construction, in New York, Brooklyn, Washington, Chicago, Buffalo, San Francisco, etc.

During the past twenty years Paris has added over eighty miles of such avenues within the city and its immediate environs, varying from 100 to 400 feet in width, bordered with malls and supplied with drives, walks, seats, etc., especially adapted to pleasure purposes, though, in many parts, serving also for ordinary traffic. So much have these noble avenues added to the health, comfort and beauty of the city that most of the capitals and large towns of Europe are making similar improvements, and they are now considered as essential parts of modern city construction. Among the best known instances in Europe may be mentioned Napoleon's "Avenue de l'Imperatrice," now called "Avenue de Bois de Boulogne," leading from the Champs Elysées to the Bois de Boulogne. It is 390 feet wide, has a broad driveway, a saddle-pad and promenades, trees, shrubbery and lawn, and is bordered by elegant houses and gardens, facing the avenue, though chiefly approached by streets from the outside. All classes of citizens and strangers are attracted by the gayety and animation of the spectacle always to be seen upon this beautiful park-way on fine days.

Another similar avenue is the "Prado" at Madrid, leading from one of the main streets of the city to a garden in the suburbs. It is also bordered by fine private and public buildings and gardens, and is thronged in afternoons and evenings with carriages, equestrians and promenaders. The "Prater" at Vienna, five miles in length, has a broad driveway, with foot and saddle-paths on either side, and is the most popular promenade of that capital.

The park-ways described in this report being suburban, may, perhaps, in parts, though not necessarily, be restricted to pleasure uses alone, and still not interfere with the traffic service of the neighborhood; experience only can decide this question. The lands adjoining them will rapidly become favorite building sites, and may also be approached by ordinary parallel streets in the rear or front. The private grounds bordering upon the park-ways will be cultivated and ornamented by the owners of the estates, and thus increase the apparent breadth and general pleasing effect. They will be laid out with sufficient liberality to accommodate all varieties of tastes and habits.

Under proper police regulations as to limits and times, parts of them may, perhaps, be used for driving at speed, as has been found to be both popular and safe elsewhere. If heavy traffic is excluded, the floors of the roadways can be kept in such condition as will add greatly to the comfort and safety of driving, and do much to encourage the use of pleasure equipages. The paths will be entertaining promenades. The soft pads will renew the excellent habit of saddle exercise, which, in consequence of the hard roads of the suburbs, has nearly become a lost art with the present generation. A sketch of a park-way as described accompanies this report.

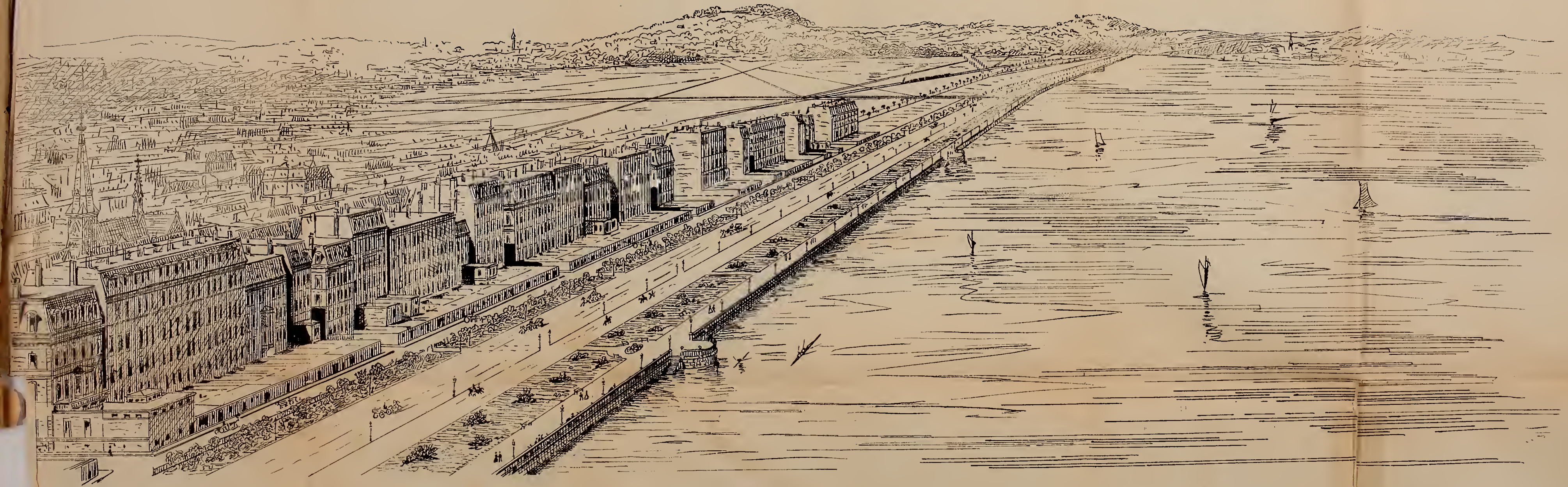
USE OF PARKS.

The urban parks have been located as near as possible to the present densely occupied parts of the city, for the sanitary reasons before mentioned, and also to serve as everyday play-grounds, where the children can exercise with safety, and as resorts for their parents at the close of a busy day.

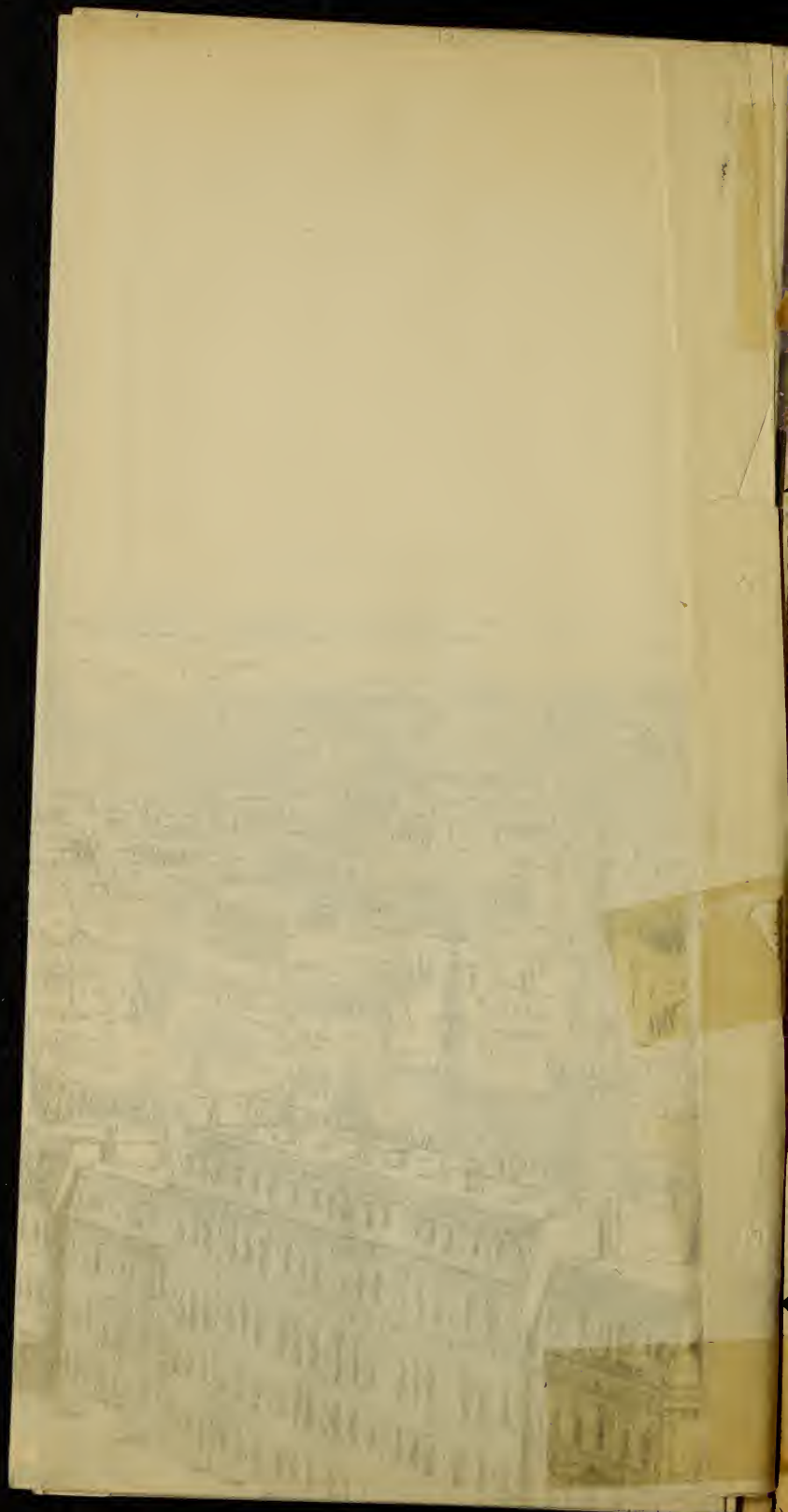
But it is believed that the extensive suburban parks will soon be found to be vastly more popular, and that their distance will not prevent them from being thronged during the warm months of the year. The love of rural scenery is universal, and the opportunity only is wanting to prove how thankfully the people will walk mile after mile from their city homes, if only they can find fields and woods where they are free to enjoy their holiday time. The cultivation of the old-fashioned and healthful habit of walking will not be the least of the blessings to follow from the laying out of these suburban parks.

ADJACENT TOWNS.

Many of the towns and villages in the neighborhood of Boston are justly noted for their natural rural beauty, and



CHARLES RIVER EMBANKMENT.



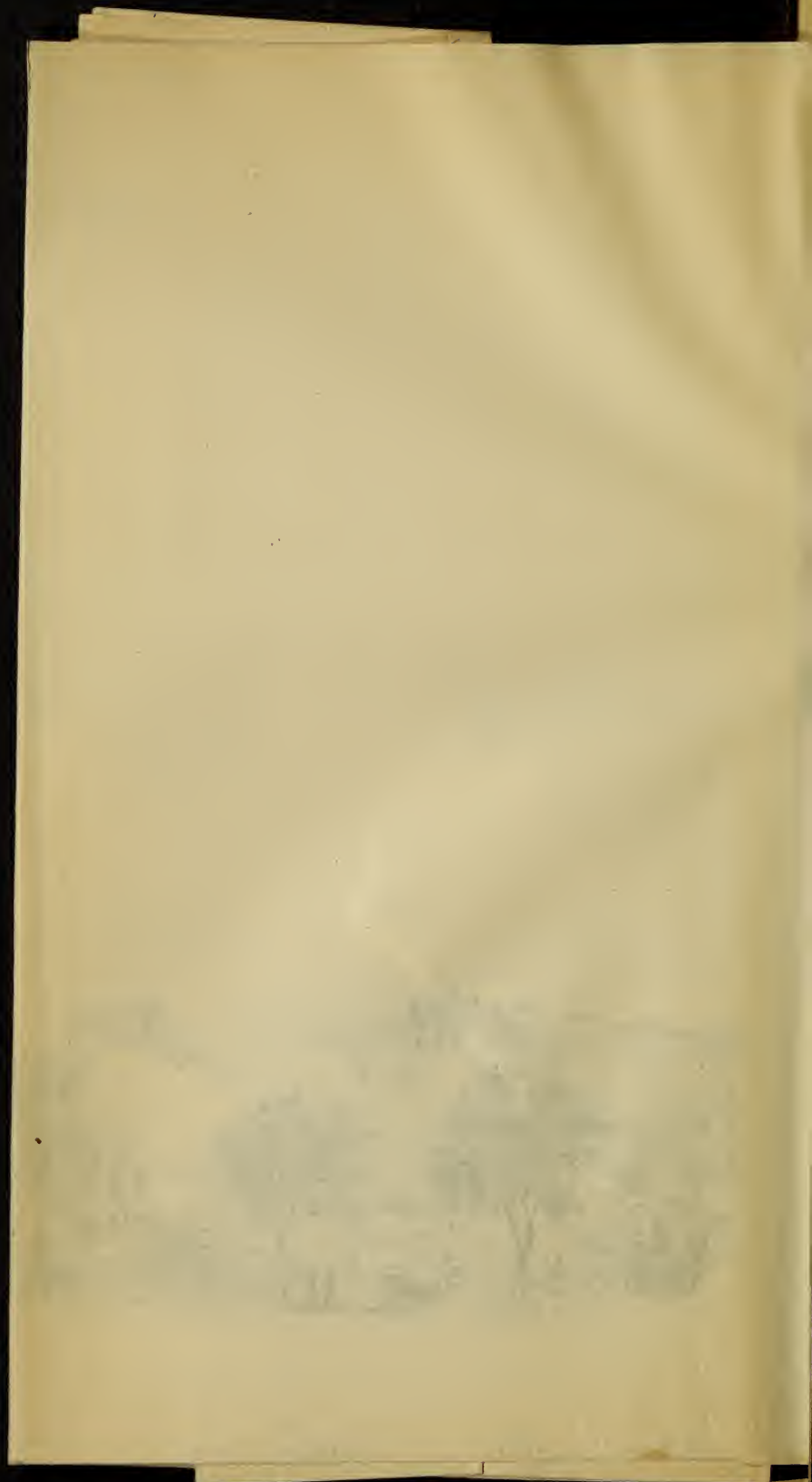
PARK DEPARTMENT.

CITY OF BOSTON.

1876.



SKETCH SHOWING ARRANGEMENT FOR PARK-WAY WITH ADJACENT STREETS AND BUILDING LOTS.



the excellence of the taste displayed in dwellings and ornamental grounds. For the sake of securing space and pure air, an important proportion of persons engaged in daily business in the city are permanent residents in these adjacent towns. In driving through the many charming roads which wind among the hills and valleys of Arlington, Belmont, Watertown, Newton, and Milton, Boston appears to be already surrounded by a succession of parks supplied by private enterprise; and it has been suggested that, for this reason, the city has no occasion to create any parks of her own. This view is entirely fallacious. Beautiful as these roads now are, they are, year by year, losing their rural character; their roadside hedges are giving place to sidewalks with granite curbs, and the adjacent grounds are being cut up into house-lots. Every five years perceptibly crowds back the rural line farther from the old city. Many parts of the villages are losing their rural quality, without the compensation of city constructions. Even if this inevitable change were not steadily progressing, a change keeping pace with the prosperity of the community, the enjoyment of these roads is limited to a very small proportion of citizens. The mass of the people who are in the greatest need of what a park, properly speaking, supplies, rarely get among country roads; and when they do, the sight simply of fine grounds, from which they are as completely excluded as from the dwellings themselves, is rather tantalizing than refreshing. The agreeable sensation of freedom experienced in the atmosphere of parks is quite the opposite of that felt in looking over an enclosing wall into pleasure-grounds, no matter how beautiful and extensive.

Many families leave the city for nearly half the year, living in their distant country houses, or at the hotels among the mountains and at the sea-shore. For this class, comparatively independent as to their domicile, city parks are personally not essential. During the part of the year in which the city is the least attractive and parks the most so, they are away among the best of New England scenery. To them the city has become a place to live out of. Nothing in the way of pleasure-grounds can altogether change this, nor would it be desirable if possible. But the city can do something better by giving to the whole people common pleasure-grounds, finer in every way than the private park of the wealthiest citizen, upon the borders of which will be sites for dwellings, having the advantages of open space and pure air, and with a degree of permanence not to be found in the neighboring villages. The city will then become a place to live in. If the location of parks had been under-

taken a few years since, at the time, for instance, when the other large cities of the country secured theirs, certain eligible tracts nearer the city proper would naturally have been taken, which are now unavailable, having in the mean time become occupied by dwellings and streets.

The lands recommended in this report will in their turn be so occupied unless appropriated for public use; and whenever, subsequently, the city shall acquire parks, it will be necessary to go still farther from the centre of population, and presumably to fare worse.

BOUNDARIES.

The boundaries of the park-ways, and in some instances of the parks, have been run with only such precision as was required for the purposes of the work at this stage, the expense of thorough instrumental surveys not being deemed necessary. Whenever, through the action of the City Council, the Commissioners are authorized to purchase or take lands, as provided for by the Act, these boundaries will be surveyed with accuracy, and such minor variations as may be found to be advantageous, for the sake of economy in land or cost, will be made, and duly submitted for your approval or otherwise.

SECOND SERIES OF SUBURBAN PARKS.

The Commissioners are not prepared at this time to make any recommendations for locations of parks in that part of the territory lying between the six and eight mile circles, for the reason that in making such locations the co-operation of several towns will be required, in order to secure a systematic and comprehensive scheme. No such authority now exists on the part of the towns; but, whenever it does, liberal reservations of lands for an outer series of parks and park-ways should be secured without delay, though they may remain, with but slight improvements, for many years.

The present unimproved condition and low value of the wild lands within these circles admit of such a scheme more complete and satisfactory (excepting only as to distance from present centres of population) than was possible in the one presented in this report, unless at altogether too extravagant a cost.

POPULARITY OF PARKS.

While engaged in this work, the Commissioners have observed with pleasure the enlightened spirit in which other

American cities, some inferior in population and wealth to Boston, have within a few years established their park systems.

These public pleasure-grounds immediately became popular resorts to an extraordinary degree, far beyond what was anticipated, and are already justly a source of local pride with all classes, who would not now part with them for any possible money consideration.

They have added a new element to the lives of the people, bringing to the doors of many a previously unattainable reservoir of health and pleasure, and have greatly increased the fame of the cities of which they form a part. No one, speaking generally, now goes to New York, Philadelphia, or Baltimore, without visiting Central, Fairmount, or Druid Hill parks.

SCOPE OF PLAN.

The plan now presented by the Commissioners has neither been limited by the needs of the city of to-day, or by the temporary unfavorable condition of business affairs, nor has it, on the other hand, undertaken to anticipate what parks will be required for a population as vast as that of London.

Boston, though an ancient city in comparison with most of the principal municipalities of the country, is still in its infancy; and the Commissioners would, they believe, have failed to apprehend the importance of the work intrusted to them (already too long delayed), had they not acted under the conviction that the future growth and general prosperity of the city is to be as brilliant as its past history.

LOCATIONS AND DESCRIPTIONS.

URBAN PARK SYSTEM. — CHARLES RIVER EMBANKMENT.

Boundaries. — Beginning at the westerly corner of Leverett and Charles streets, and running southwesterly by said Charles street, about 2,076 feet, to Cambridge street; thence westerly by said Cambridge street, about 109 feet, to the Harbor Commissioners' line on Charles river; thence southwesterly by said Commissioners' line, about 2,015 feet, to the angle in said line on the passage-way in rear of house No. 98 Beacon street; thence southwesterly again by said line, about 5,870 feet; thence westerly by a curved line, with a radius of 2,050 feet, about 900 feet, to a point distant 200 feet perpendicular from the said Commissioners' line; thence westerly again by a line, tangent to said curved line

and parallel to said Commissioners' line, about 2,912 feet; thence southwesterly by a curved line, with a radius of 965 feet, about 348 feet; thence southerly about 150 feet, to Brighton avenue; thence turning at a right angle and running westerly by said Brighton avenue, about 450 feet, to Essex street; thence northerly by said Essex street, about 270 feet; thence westerly, about 5 feet, to Cottage-Farm bridge; thence northerly by said bridge, about 80 feet, to the Grand Junction Railroad; thence northeasterly by said railroad, about 33 feet, to the said Commissioners' line; thence easterly by said Commissioners' line, about 3,690 feet; thence northeasterly by a curved line, with a radius of 1,850 feet, about 815 feet; thence northeasterly again by a line tangent to said curved line and parallel to the straight part of said Commissioners' line, about 5,360 feet; thence northeasterly again by a curved line, with a radius of 900 feet, about 860 feet, to a point distant 200 feet, perpendicular from the said Commissioners' line; thence northerly, about 2,872 feet, to the angle in said Commissioners' line, at the northwesterly corner of Taylor & Sohler's wharf; thence northeasterly by said Commissioners' line, about 760 feet, to Leverett street; thence southeasterly by said Leverett street, about 155 feet, to the point of beginning, excepting so much of West Boston bridge as is within the above-described lines, and containing about 69 acres.

Description.

For the construction of this Embankment a sea-wall will be built on the water side to about the height of the existing one on the present Harbor Commissioners' line, and the enclosed space be filled by dredging the flats and otherwise, to about grade 17, making compensation for displacement of water, by deepening the river-bed, as required by the said Commissioners.

It will contain an area of about sixty-nine acres, and provide space for the building of a park-way mostly 200 feet in width, with a continuous water-front from Leverett street to Cottage Farm bridge, nearly two and three quarters miles in length, crossing but two highways, namely, Cambridge street at West Boston bridge, and the extension of West Chester Park to the proposed new bridge across Charles river; to be laid out with walks, drives, saddle-pads and boat-landings, and ornamented with shrubbery and turf.

While interfering in the least possible degree with the ordinary traffic of the city, it will be accessible along its whole route at short intervals by streets already or to be built.

Its northern section is near the oldest and most thickly settled part of the city, being less than a mile from North square and from Main street, Charlestown, via Prison point and Leverett street bridges, and within three-quarters of a mile of the City Hall.

It will be a convenient and agreeable promenade during the summer for such citizens living in old Boston proper and Charlestown as are prevented by their occupations from going to more distant grounds. By means of landing stairs the river will be accessible for boating. The drive will be used for pleasure vehicles only.

The preservation of water-fronts for pleasure-grounds is no novelty. The New York Battery, once the chief park of the city, and which was allowed to fall into disuse and neglect, has, within a few years, been rebuilt and improved, notwithstanding that Central Park, containing nearly one thousand acres, had in the mean time been created.

The Charleston Battery, at the junction of the Ashley and Cooper rivers, the old Fairmount Park, of Philadelphia, on the Schuylkill, the Chicago Park, on Lake Michigan, the "Great Highway" (so called), to extend over three miles along the Pacific shore, at San Francisco, are well-known illustrations in this country.

In European cities, water-front promenades are the rule rather than the exception, as, for instance, at Marseilles, Nice and Naples, on the shores of the Mediterranean; at Florence, on the banks of the Arno; at Venice, on the Grand canal; at Geneva, on Lake Geneva; at Dresden, on the Elbe; at Hamburg, on the Alster; at Paris, on the Seine; at London, on the Thames; and in very many of the minor cities.

It is recommended that the City Council take the necessary steps to petition the Legislature for the passage of an act to enable the city to take the area now covered by Charles river, and outside the Harbor Commissioners' lines, as above described. Such a change of line, under proper conditions, it is believed, would be granted by the Commonwealth, and not be disapproved of by the Harbor Commissioners.

For convenience, a draft of a proposed act concerning Charles-river flats accompanies this report, marked "Appendix B."

While the subject of drainage does not come within the province of this commission, it is proper in this connection to call attention to the following extracts from the report of the Sewerage Commissioners, City Doc. No. 3, 1876, page 21:—

“ At the junction of Marlboro’ and Arlington streets, it [the principal branch of the main sewer] is to receive a branch to be located in Arlington, Beacon, Brimmer, Pinckney and Charles street to Leverett street.

“ The location of this branch intercepting sewer on Marlboro’ street is recommended on account of economy in construction, and the saving of much annoyance to the public by obstructing Beacon street for so long a time as would be necessary, to say nothing of the danger of accidents to the water-mains there.

“ The desirableness, however, of keeping the tide more perfectly out of this district, the ground-water of which fluctuates in consequence of it from one to three feet at every tide, and any future examinations and negotiations which may be made with the owners of the property on the north side of the mill-dam, may satisfy the city that it would be better to rebuild the sea-wall there, making it water-tight, and then construct the sewer inside of it.”

The line of the Charles-river Embankment will supply this favorable location for the proposed branch intercepting sewer from Leverett street to Cottage Farm station, without entering Marlboro, Arlington, Beacon, Brimmer, Pinckney or Charles street, a distance of nearly two and three quarter miles, thus avoiding any disturbance of the water and gas pipes and present sewers, the domestic life of the residents and general business traffic of these streets.

The main receiving sewer, with its outlet at Moon island, can connect with the above at the junction of West Chester Park with the Charles-river Embankment, and pass across the Back Bay Park, the ornamental waters of which can be used for flushing purposes if required.

A continuous park-way, connecting the Charles river Embankment, from its terminus at Cottage Farm bridge, with the Brighton Park (hereinafter described), is an essential link in this system; various lines have been surveyed, but none located, inasmuch as it appeared that some portion of the most eligible route would probably lie within the territory of Brookline, for which, at this time, there exists no authority either with the town itself or this Commission. The Commissioners are, therefore, reluctantly obliged to omit in this report the location of any portion of this important park-way, but would advise that it be hereafter located whenever the city and town possess the requisite authority for joint action in the premises. A route is suggested on the accompanying map of the city in broken lines in green.

PARK DEPARTMENT.
CITY OF BOSTON.
1876

CITY OF BOSTON.

1876



Scale 20 feet to the inch.



History of the
County of
Gloucester
in the
County of

History of the County of Gloucester



BACK-BAY PARK.

Boundaries. — Beginning on the Harbor Commissioners line, on Charles river, at a point distant about 475 feet easterly from the continuation of West Chester Park, and running southwesterly, by a line intersecting the westerly line of West Chester Park at a point 274 feet from Beacon street about 2,273 feet, to the northerly line of Boylston street extended; thence northeasterly by said line about 433 feet, to a point about 330 feet from the intersection of said line with the westerly line of Parker street; thence southwesterly by a line parallel to the first-mentioned line, about 3,930 feet, to the southerly line of Huntington avenue extended; thence southwesterly again by said line about 680 feet, to the southeasterly line of Bumstead lane extended; thence southwesterly again by said line, about 65 feet, to Ward street; thence northwesterly by the northerly line of said Ward street extended, about 38 feet, to the northwesterly line of Bumstead lane; thence southwesterly by said line, about 1,210 feet, to Tremont street; thence northwesterly by said Tremont street, about 200 feet, to Whitney street; thence northeasterly by said Whitney street, about 765 feet, to Conant street; thence northwesterly by said Conant street, about 33 feet, to the northwesterly line of said Whitney street; thence northeasterly by said line of Whitney street extended, about 145 feet, to the southerly line of the extension of said Huntington avenue; thence southwesterly by said line, about 290 feet, to a point near Worthington street; thence northeasterly by a line parallel to and distant 800 feet from the above third-mentioned line, about 4,255 feet, to the northerly line of Boylston street extended; thence northeasterly again by said line about 160 feet; thence northeasterly again by a line parallel to and distant 400 feet from the above first-mentioned line, about 2,010 feet, to the northerly line of Beacon street; thence northwesterly about 180 feet to the said Harbor Commissioners' line; thence northeasterly by said line, about 775 feet, to the point of beginning, excepting so much of Beacon street, West Chester Park, Longwood avenue, and the location of the Boston & Albany Railroad, as are within the above described lines, containing about $85\frac{1}{2}$ acres, exclusive of about 17 acres in the proposed streets.

Also a strip of land 60 feet wide and about 250 feet long, running from Tremont street, midway Bumstead lane and Whitney street extended, to the Parker-hill Park location.

Description.

The plan of this park contemplates the extension of sundry streets, as follows :—

Huntington avenue in a straight line, deflected from its present western terminus to Tremont street at its junction with Francis street, in parts bounding and crossing the park.

Boylston street, in a straight line to Brookline avenue, also in parts bounding and crossing the park. Commonwealth avenue, in a straight line to and across the park, thence by a deflected line parallel with the Boston and Albany Railroad to the junction of Beacon street with Brookline and Brighton avenues.

The main body of the park lies between Boylston street and Huntington avenue, as extended, they forming respectively the northern and southern boundaries, and between projected new streets on the east and west. The average length of this section is 3,800 feet, with a width of 680 feet.

Its peculiar features, consisting chiefly of water and marsh, may advantageously be preserved in its improvement, and so treated as to produce the effect of a lagoon landscape, combining economy and novelty in construction.

Its northern extension, from Boylston to Beacon street, is 400 feet wide, thence with a reduced width to Charles-river Embankment. A bridge in the centre of this section will be thrown over the Boston and Albany Railroad to connect it with the first-mentioned part.

The southern extension, between Huntington avenue and Tremont street, averages 200 feet wide, through which roads and paths will pass to Tremont street, thence there will be a passage 60 feet wide, to the base of the Parker-hill ledges, up which a flight of steps will rise to the Parker-hill Park above. The entire area of the park, exclusive of crossing streets, is $85\frac{1}{2}$ acres.

The peculiar form and purposes of this park can best be understood by reference to the accompanying map.

The shape is not such as would have been selected had the beauty of the park itself been the chief or controlling motive. Great and increasing anxiety, as you are aware, is felt by the authorities, the medical profession, and citizens at large, in regard to the present and future condition of the Back Bay flats, as affecting the general healthfulness of the densely populated parts of the city lying to the eastward. Temporary expedients have, for several years past, been resorted to, to mitigate the growing nuisance.

The "Report upon the Establishment of Public Parks," elsewhere referred to, especially directs attention to this

locality as likely to affect, for good or ill, the sanitary condition, not only of the immediate neighborhood, but of a large part of the city. Keeping in mind this consideration, as well as the high cost for lands, and expense for improvements, the Commissioners have found it to be most expedient to select this long and comparatively narrow location reaching from Charles river on the north to Huntington avenue and Tremont street on the south, and covering the city on that side by a broad open belt of land and water.

The Report on the Sewerage of Boston (City Doc. No. 3, 1876, page 15) refers to this Back Bay region as follows:—

“Between Dorchester bay and Charles river we have a surface a thousand rods long, about half as deep at its widest part, and only six feet above extreme high tide. If this territory should be largely occupied by houses of an inferior class, thorough sewerage, at best a difficult matter, would be made even more so.

“A reservation of land, therefore, especially with an open water-basin, as proposed by the late Governor Andrew, could not fail to be of great benefit to the city, in a sanitary point of view.”

This belt of land and water forever to be kept open, over which the prevailing winds of summer must pass before entering the town, cannot but have a good sanitary influence upon all that part of the old city lying to the eastward. A sufficiently broad opening has been made to Charles river to insure the free circulation of air at the northern end.

The plan for improving this location, which appears on the map, is offered as an illustration only.

While sanitary considerations have been the primary motive in making this location, such as may be called artistic have not been lost sight of. A bridge over the B. & A. R. R. will be a necessity, and it cannot be otherwise than an awkward feature. By placing it in the centre of the northern extension, and by judicious planting, it will interfere but little with the general effect; as the roads and paths will be mostly on the outer edges of the park, the views to and over Charles river, and of Parker hill, will not be seriously obstructed by it. Unpromising as all this region is, it is certainly not so bad as was the space now occupied by the Public Garden a few years ago, and it can be transformed from its present dangerous and unsightly condition into a healthful and attractive form, at a reasonable cost.

In view of the prospective growth of the city, the extension of Huntington avenue ought not to be long delayed, and if laid out somewhat as proposed will take rank among the most important new streets. Boylston street as extended will be a thoroughfare to Longwood, and probably be used

as the route for street-car tracks. The Commonwealth-avenue malls supply the appropriate link between the Common and Public Garden and this park. East and West Chester Park, the chief cross avenue of the city, will connect Charles-river Embankment and Back Bay Park with the South Bay Park.

Other streets will probably be required to cross the park from east to west, but they, as well as the general laying out of the neighborhood, should be located by the Board of Street Commissioners.

PARKER-HILL PARK.

Boundaries. — Beginning on Tremont street, at the dividing line between land of Paul D. Wallis and E. S. Rand, Jr., Trustees, and land of J. J. Williams, and running southerly by said line, about 120 feet, to the top line of the stone quarry; thence running easterly by said line, about 1,200 feet, to the extension of the extreme easterly line of estate of said Wallis and Rand, Trustees; thence southerly by said line, about 400 feet, to land of Ralph Crooker; thence easterly by said land of Crooker, about 65 feet; thence southerly through estates of said Crooker and Thomas Thatcher Heirs, about 240 feet, to land of Anna Parker Heirs; thence northwesterly by the northerly line of the proposed Parker-Hill parkway, through land of said Parker Heirs, and Wallis and Rand, Trustees, about 1,790 feet, to Tremont street; thence easterly by said Tremont street, about 200 feet, to the point of beginning, and containing about 16 acres.

Description.

This park, at present an unimproved pasture, with a few scattered trees, is a plateau above the Tremont-street quarries, on the northern slope, and near the base of the hill. It is accessible by the park-way of the same name, and by entrances to be made on its eastern border, and will be a convenient pleasure and play-ground for the neighboring population of the Roxbury district. Its surfaces are undulating, pleasing to the eye, and not too steep for easy promenades, with an elevation sufficient to command extensive views of the city and adjacent country. It can be made available for immediate use with but trifling expenditures for improvements.

OLD HARBOR

PARK DEPARTMENT

CITY OF BOSTON

1876

SOUTH BAY AND SAVIN HILL PARKS

DORCHESTER DISTRICT

SCALE 400 FT. TO AN INCH

400 300 200 100 0 100 200 300 400
BUFFORD'S LITH. BOSTON

Cow PASTURE

DORCHESTER

SOUTH

NEW YORK STREET

BAY

AREA
35 ACRES

EAST CHESTER PARK

CORNERS

SAVIN HILL
AREA
13 1/2 ACRES

SAVIN HILL STATION

JETTY LANDING

HARBOR COMMISSIONERS' LINE

PROPOSED HARBOR COMMISSIONERS' LINE

ALBANY

ROXBURY CANAL

SWETT STREET

PROPOSED EXTENSION OF

ALLERTON ST.

FARNHAM ST.

REMBLE ST.

HAMPDEN ST.

READING ST.

ISLAND ST.

GERARD ST.

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TREASURY DEPARTMENT
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FEDERAL BUREAU OF INVESTIGATION
JAN 10 1908

SOUTH BAY PARK.

Boundaries. — Beginning at the northerly corner of Boston and Cottage streets, and running westerly by said Cottage street, about 55 feet, to its intersection with the southerly line of East Chester Park extended; thence running northwesterly by said line of East Chester Park extended, about 1,352 feet, to a point; thence running northeasterly, about 1,335 feet, to a point; thence turning at a right angle and running southeasterly, about 1,072 feet, to Boston street; thence running southwesterly by the irregular line of said Boston street, about 2,165 feet, to the point of beginning, and containing 35 acres, exclusive of about 6 acres in the proposed streets.

Description.

South Bay Park is situated nearly in the centre of population exclusive of East Boston. It is reached from South Boston by Boston street and the suggested extension of D street, and from the south and west ends *via* the proposed extension of East Chester Park, each of which avenues form parts of its boundaries. The importance of this location is apparent from its position. No adequate provision has heretofore been made for the large and rapidly increasing population of this neighborhood, in South Boston, Dorchester, and Roxbury. Though otherwise favored in its wide streets, high elevation, fine views and extensive water-front, South Boston has but scanty space for open-air recreation.

The unfilled part of South Bay, within the Harbor Commissioners' lines, and the open region to the south and west, will in a few years be covered with buildings, the domiciles or workshops for many thousands of people. This reservation will be made to serve the several purposes of a garden, play and parade ground, its central position and level surface making it convenient for military and police drills, and for civic parades. Its location will redeem the adjacent unoccupied region from its present unenviable reputation, by offering the attraction of a common and public garden to a neighborhood sorely in need of such refreshing elements. As a purely local necessity, this park takes precedence of any other recommended in this report.

SAVIN HILL PARK.

Boundaries. — Beginning at the north-easterly corner of Woodland avenue and Savin Hill avenue, at its junction with

Grampian Way, and running by the curved line of said Grampian Way, $2,445\frac{1}{10}$ feet, to Rockland avenue; thence easterly by said Rockland avenue, 362 feet, to the easterly line of said Woodland avenue; thence southerly by said Woodland ave, $464\frac{6}{10}$ feet, to the point of beginning, and containing about $13\frac{1}{2}$ acres.

Description.

Savin Hill Park, Dorchester, located upon the crest of Savin Hill, containing 13 acres, is an unimproved, picturesque piece of land, with bold rocks, and cedars of many years' growth. It is over 100 feet above the sea, immediately overlooking the harbor and bay, and commanding pleasing inland views. Though attractive from its natural beauty, which alone renders it worthy of preservation for public use, it has the exceptional advantages of elevation and proximity to the shore, giving it somewhat the character of a headland, the only one within the limits of the city.

It is approached from Dorchester avenue by Savin Hill avenue, recently widened, crossing the Old Colony and Newport Railroad above grade. The Commissioners are advised that another street is in contemplation by property owners, to cross the railroad above grade, to connect with Columbia street at Upham's corner, *via* Stoughton street.

The Commissioners do not at this time make any location for an approach, by an avenue across the "cow pasture" (so called), or for a water-front driveway, boat landings, etc., in connection with this park, as will eventually be expedient, inasmuch as the location of the large main sewer and pumping station is not yet decided upon.

It is probable that the route of this sewer across the "cow pasture," if located as recommended by Commissioners on Sewerage, in their recent report, may be utilized as a parkway, and the causeway (to retain the sewer) to the Neponset-river syphon may be used as a jetty, with promenades and landing-stairs for boating parties, and the work thereby accomplish a double purpose at a moderate additional cost. Until decisive action is taken concerning the sewer, it is premature to do more than suggest the location of the improvements referred to.

CITY POINT BATTERY, SOUTH BOSTON.

Boundaries. — Beginning at the southeasterly corner of Q street and East Third street, and running easterly by the southerly line of said East Third street extended about 860 feet to the Harbor Commissioners' line; thence southerly



PARK DEPARTMENT.

CITY OF BOSTON

1876

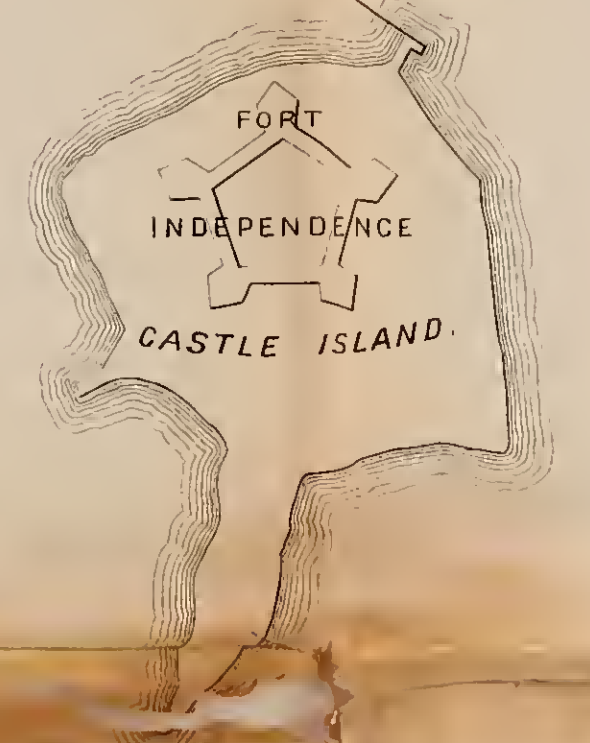
CITY POINT BATTERY.

SOUTH BOSTON DISTRICT.

SCALE 400 FT. TO AN INCH.

400 300 200 100 0 100 200
RUFFORD'S LITH. BOSTON.

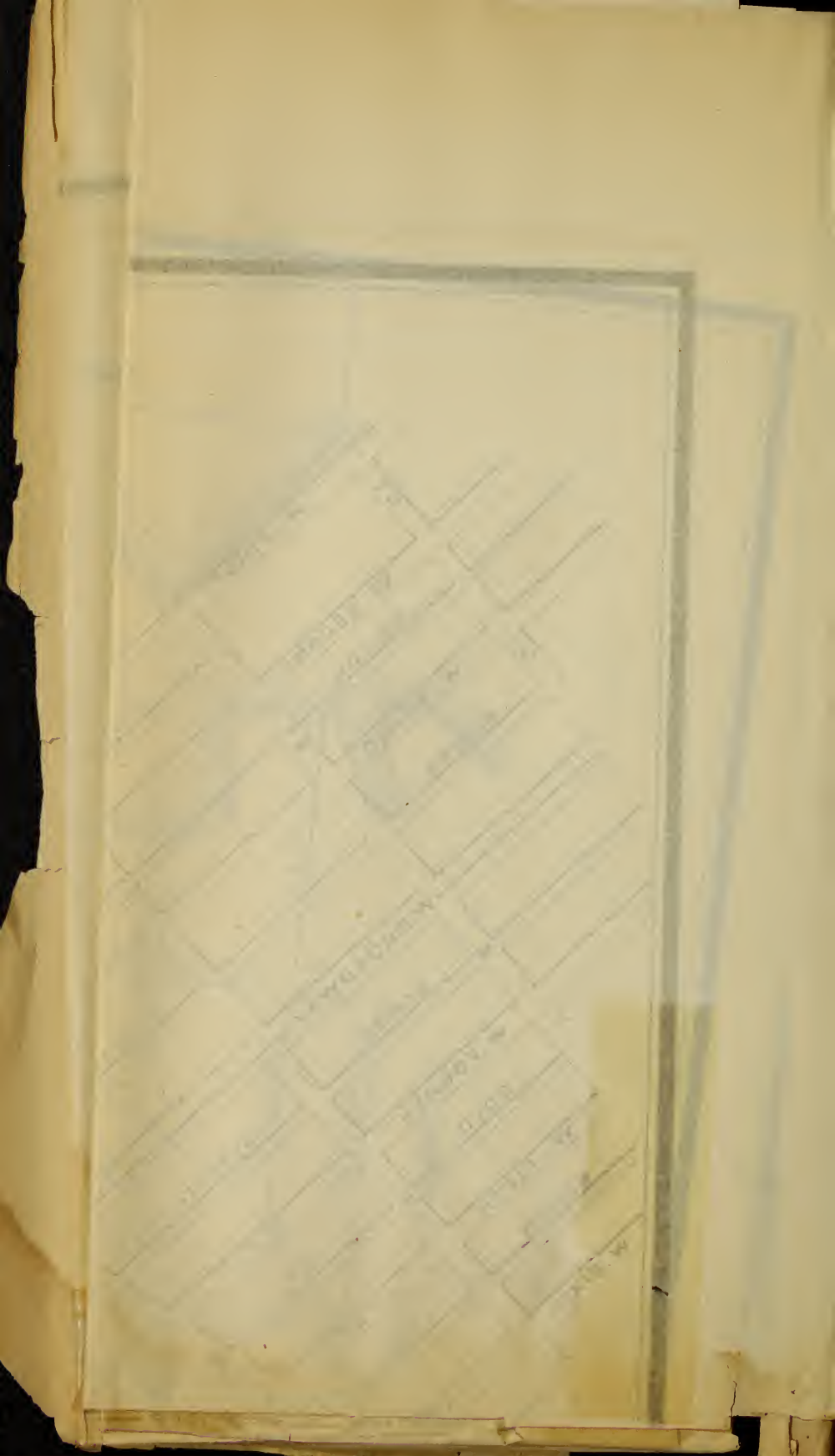
MAIN SHIP CHANNEL
U. S. COMMISSIONER'S
EXTERIOR LINE.



CHANNEL

BAY

DORCHESTER



and southwesterly by said Commissioners' line, about 2,145 feet, to its intersection with the easterly line of said Q street extended; thence northerly by said Q street, about 1,535 feet, to the point of beginning, and containing about $27\frac{1}{2}$ acres.

Description.

It is the extreme eastern end of South Boston, formerly known as Dorchester Point, and is the most eligible position in the harbor for a water-front esplanade. It is conveniently situated for the population of South Boston, and, *via* the projected Eastern avenue, for that of Boston proper, by which route it is distant two miles from the foot of Summer street.

Dorchester bay, adjacent, is the favorite rendezvous for yachts and other pleasure-boats. The Battery will be approached by East Broadway, and by East Third, Fourth, Fifth and Sixth streets, and from the water by landing-stairs.

Its water limit as projected is the Harbor Commissioners' line. All between this line and Castle Island (owned by the United States), is the property of the Commonwealth. The depth of water in this intervening space ranges, at low tide, from one to thirteen feet. If deemed desirable hereafter, liberal arrangements can probably be made with the Commonwealth for the transfer of its rights in these shallow waters to the city, for specific public use and improvement.

This space need not be filled to be made conducive to the health and pleasure of the people. Portions of it can be devoted to large bathing and swimming basins, and to salt-water aquaria. The Battery cannot fail to be most attractive and refreshing to a large number of citizens during the summer months, by reason of the fine views to be had of the harbor, islands and shipping, and the salt breezes from the ocean.

EAST BOSTON PARK.

Boundaries. — Beginning on the easterly line of the location of the Eastern Railroad, at its intersection with Putnam street extended, and running northeasterly by said railroad about 725 feet; thence turning at a right angle and running southeasterly to the southerly line of Huron street, as projected on a "Plan of East Boston," drawn by John Noble, and dated May 1, 1851, and by said Huron street, about 4,650 feet, to the Harbor Commissioners' line; thence southwesterly by said Commissioners' line, about 725 feet, to the northerly line of said Putnam street, as laid out on said

plan ; thence by said Putnam street, about 4,550 feet, to the point of beginning, and containing about 43 acres of upland and marsh, and 33 acres of flats, a total of about 76 acres.

Description.

West Wood Island, the site of this park, is at present a bare, unimproved hill, used as a pasture, surrounded at its base by marsh and flats. Its highest elevation is about forty feet above the sea, from which there is an extensive view of the outer harbor and islands, the adjacent parts of the city, and the heights of Breed's hill. The flats, which form a part of the location, extend to the channel, having six feet of water at low tide.

The inner slope of the hill is injured by the deep cutting of the Revere Beach Railroad, and will be bridged at points for convenience and safety.

Though a somewhat exposed situation, the higher grounds can, by a proper disposition of plantations, be ornamented with foliage, and made into an attractive pleasure-ground. Its situation for play-grounds and promenades is the most convenient one possible for the citizens of East Boston for many years to come. It will be approached on the north from Chelsea street, by Prescott street, and by various streets on the east and west.

SUBURBAN PARK SYSTEM.

BRIGHTON PARK.

Boundaries. — Beginning at a point on Washington street distant 150 feet perpendicular from the dividing line between Boston and Brookline and running northwesterly by said Washington street, about 1,850 feet, to Union street ; thence southerly by the easterly line of said Union street and a line in continuation of the same, about 650 feet, to the southwesterly line of Howard place ; thence northwesterly, about 50 feet, to the continuation of the westerly line of said Union street ; thence southerly by said line extended about 110 feet ; thence westerly by a line parallel to and distant 200 feet perpendicular from the southerly line of said Union street, about 1,350 feet, to Chestnut-hill avenue ; thence southerly and southeasterly by said Chestnut-hill avenue, about 3,350 feet, to Englewood avenue ; thence northeasterly by said Englewood avenue, about 1,620 feet, to the said dividing line between Boston and Brookline ; thence northerly by a curved line, about 280 feet, to a point distant 150 feet per-



PARK DEPARTMENT

CITY OF BOSTON

1876

WEST WOOD ISLAND PARK

EAST BOSTON DISTRICT

SCALE 400 FT. TO AN INCH

400 300 200 100 0 400 800

BUFFORD'S LITH. BOSTON.

MARSH	30	ACRES
UPLAND	13	"
FLATS	33	"
TOTAL	76	"

HARBOR

COMMISSIONERS

LINE

B O S T O N

H A R B O R

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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pendicular from the said dividing line; thence by a line parallel to said dividing line, about 1,900 feet, to the point of beginning, and containing about 160 acres, exclusive of about four acres in proposed streets.

RESERVOIR LOTS.

Boundaries. — Beginning at the southerly corner of Chestnut-hill avenue and South street and running southeasterly by said Chestnut-hill avenue, about 350 feet, to land of the City of Boston; thence southwesterly about 380 feet; thence southerly about 120 feet; thence northwesterly about 220 feet; thence westerly about 740 feet by a line crossing a street or way belonging to an owner or owners unknown, at a point about 325 feet from South street; thence southwesterly about 280 feet; thence southwesterly again about 270 feet; thence northwesterly about 240 feet; all the lines running by said City of Boston's land and land in said way, to Evergreen cemetery; thence northeasterly by said cemetery, about 650 feet, to said South street; thence by said South street, about 1,190 feet, to the point of beginning, and containing about $16\frac{3}{4}$ acres.

Also a lot beginning on Chestnut-hill avenue at the dividing line between land of Wm. White and land of the City of Boston, about 300 feet from Beacon street and running southwesterly about 350 feet; thence northwesterly about 200 feet; thence northerly about 265 feet; thence northwesterly about 315 feet; all by said land of the City of Boston, to Chestnut-hill avenue; thence by said Chestnut-hill avenue, about 235 feet, to the point of beginning, and containing about $2\frac{3}{4}$ acres.

Description.

Brighton Park contains an area of 160 acres. It is a picturesque tract, with great variety of surface, ledges, abrupt and gently-sloping hill-sides, meadows and forests. Its highest elevation is over 200 feet above the sea, commanding views of Wachusett and Monadnock mountains, forty and seventy miles away, and of broad stretches of foreground, dotted with an almost continuous succession of towns and villages. While much of it is naturally impracticable for ordinary city or even village purposes, it is remarkably well disposed for the best of park scenery, and is capable of improvement as such with a moderate expenditure.

Its chief approach from the city proper will be by the park-way to be hereafter located as before suggested (*see page 18*), connecting with the Charles-river Embankment at

Cottage Farm bridge, which again will connect with the principal drive through the park, leading, at its western end, directly into the Chestnut-hill Reservoir drive through the granite arch. It will have other entrances on its sides, also connecting with its main drive. It is within the fourth and fifth mile circles, excepting about ten acres. The reservoir station on the Woonsocket branch of the N. Y. & N. E. R. R. on the south, and Cambridge street horse-car tracks on the north are each less than one quarter of a mile distant. The surrounding streets, already laid out and suggested, will give a frontage of about 11,000 lineal feet available for house-lots.

The proximity of this park to the Chestnut-hill Reservoir is of mutual advantage, in their characters of ornamental grounds, the one supplementing the other. The construction of this reservoir, the most important public work of its kind in New England, was fortunately in the hands of enlightened citizens, who, while building magnificent water-works, created at the same time a picturesque lake by preserving the natural lines of the valley and the rural features of the borders.

In addition to the 160 acres of Brighton Park, the Commissioners have located as park property, three small lots of land, chiefly unimproved, comprising $19\frac{1}{4}$ acres, adjacent to the reservoir (and now surrounded by city property), as naturally forming parts of the reservoir grounds, and without which these grounds are incomplete. Should these lots be allowed to become occupied by structures, they would be a serious disfigurement to the neighboring park and reservoir drive, and would, doubtless, eventually be taken by the city at a greatly increased cost. They may properly be placed under the control of the Water Board.

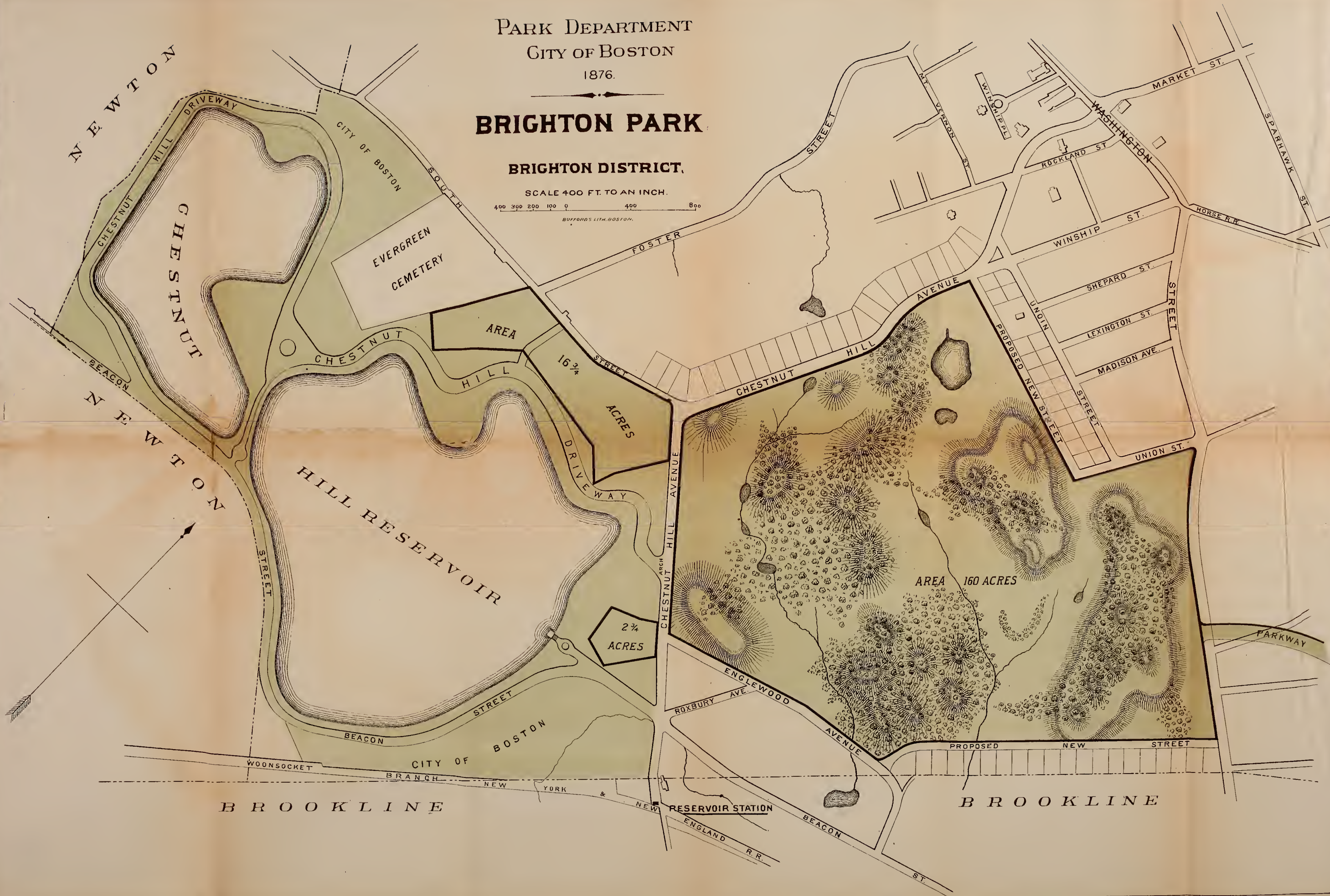
With these lots added, there will be, within the boundaries of the reservoir, an area of 231 acres of land and water (exclusive of Evergreen Cemetery), making, with Brighton Park, a total of 391 acres.

JAMAICA PARK.

Boundaries. — Beginning at the northerly corner of Pond and Prince streets, and running northwesterly by said Prince street, about 2,350 feet, to Perkins street; thence northeasterly by said Perkins street, about 3,150 feet, to a point 280 feet easterly from the dividing line between land of Edward N. Perkins and George S. Curtis; thence southerly by a line running through land of Geo. S. Curtis and Jos. H. Curtis, about 600 feet; thence southerly again, through

BRIGHTON PARK

SCALE 400 FT. TO AN INCH.





land of said Jos. H. Curtis and land of Adams to land of Seaverns, about 600 feet; thence southwesterly, through said land of Seaverns, Lakeville place, land of Gorham and Hall, about 750 feet, to Pond street at a point 10 feet easterly from the dividing line between land of said Hall and land of N. G. Munson; thence southwesterly again by said Pond street, about 1,720 feet, to the point of beginning, and containing about 52 acres of land, and 70 acres of water, exclusive of $2\frac{3}{4}$ acres of land in proposed street.

Description.

The area of Jamaica Park, including the pond of seventy acres, is one hundred and twenty-two acres. This beautiful lake is the only important sheet of fresh water within the city limits. For a short distance on its northerly and southerly side it is skirted by the highway, and from these points of view its beauty is familiar to the public. Its western shore is a somewhat steep hill-side, well planted with trees and shrubbery, and mostly occupied at present by private dwellings, with their adjacent ornamental grounds, seriously disfigured, however, within a few years, by the erection of extensive ice-houses. Its eastern border is less bold, more irregular in outline, and at present occupied by private dwellings, with their lawns and shrubberies, and with some fine trees. The different characters of the opposite shores contrast well with each other. Unless the city takes possession of the entire shore, the rural character of the scenery will probably be hopelessly destroyed within a few years. As estates come into the market one after the other, the banks will be denuded of their present fine growth, and be replaced by unsightly ice-houses, with their adjuncts of stables and tenements, by which the pure waters of the pond will be defiled, — dangers already threatened.

The chance that this pond, situated in an extensive plain, with a range of high hills on three sides, in the midst of such a dense neighborhood as within a few years will exist around it, will become pestilential, and the certainty that, if defended and used as proposed, it will be of great sanitary advantage to the city, are considered to be conclusive reasons for this location. The Commissioners cannot too strongly urge the importance of early action in the premises in order to avert the danger and secure the benefit. The pond is a favorite resort of skaters in winter, and to a limited extent is used for boating in summer, and these will be encouraged and rendered more safe by police regulations. It lies between the four and four and one-half mile circles. Its chief ap-

proach from town will be by the Jamaica park-way which will skirt the eastern shore, while the western will be traversed by foot and saddle paths. Notwithstanding the comparatively large amount of improvements, in the form of dwellings, ice-houses, etc., upon this location, the Commissioners are of the opinion that the cost will be justified by the exceptional character of the park. It is recommended that Perkins street be widened to 60 feet along the northern border of the pond. Jamaica-plain station, on the Providence Railroad, is five-eighths of a mile distant and the Centre street horse-car track is within one-sixth of a mile.

WEST ROXBURY PARK.

Boundaries. — Beginning at the southwesterly corner of Blue Hill avenue and Seaver street, and running northwesterly by said Seaver street, about 4,050 feet, to Walnut street; thence southerly by said Walnut street, about 730 feet, to a point; thence crossing said Walnut street and by an irregular line, about 3,220 feet, to Forest Hills street; thence by said Forest Hills street, about 1,780 feet, to Walnut street; thence by Walnut, Scarboro' and Morton streets, about 5,120 feet, to Canterbury street; thence by said Canterbury street and Blue Hill avenue, about 5,820 feet, to the point of beginning, and containing about 485 acres.

Description.

The entrance on the north will be on Seaver street, on the east from Blue Hill avenue, at its junction with Columbia street, and also at its junction with the Harrison square park-way, hereinafter described, and on Canterbury street; on the south from Morton *via* Scarboro' street, and on the west from Walnut, Green, Williams, and Forest Hills streets, and at other points as may be required.

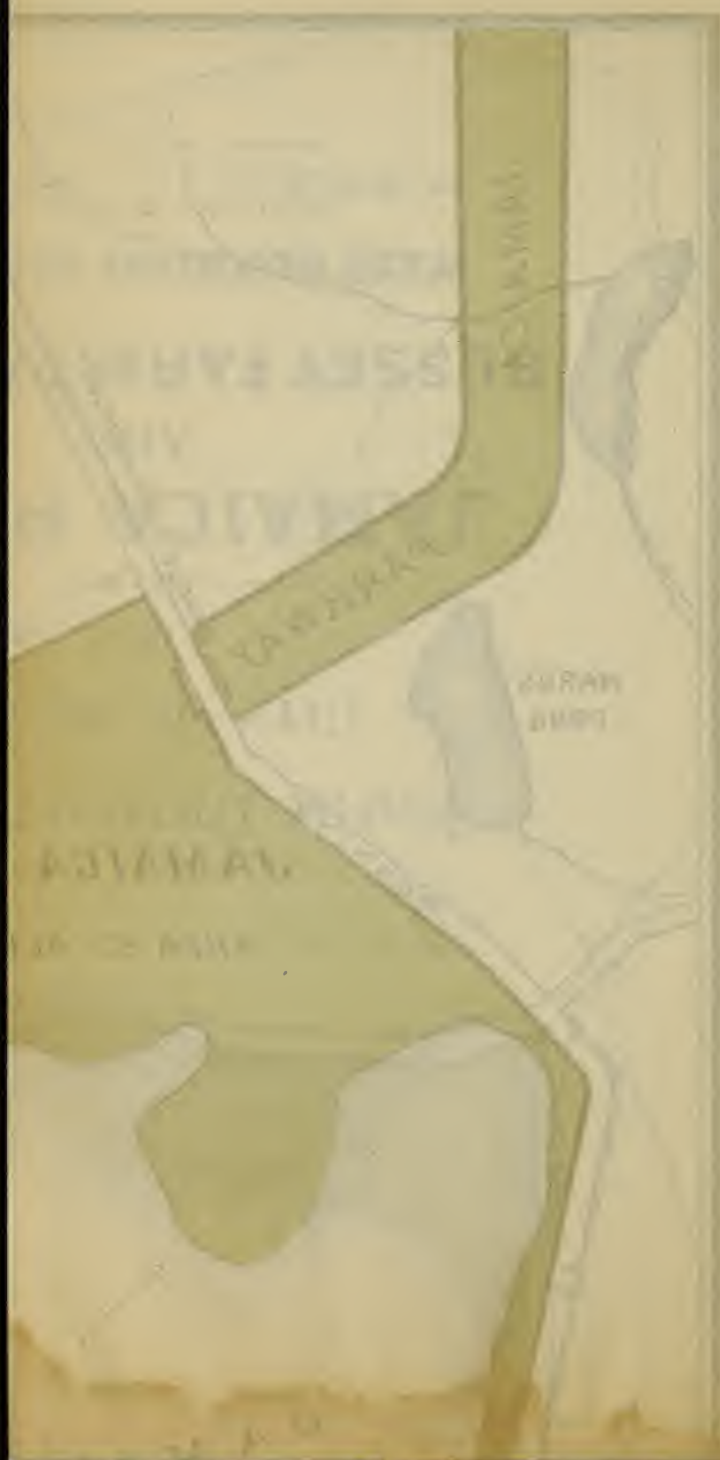
This location will rank as the chief park of the city, by reason of its extent, its fine landscapes and scenery, its superb views, and its central situation. It contains 485 acres, and possesses every element of genuine park scenery within its limits, admirably disposed in their relations to each other, broad open stretches of undulating greensward, woods, and isolated copses, picturesque glens covered with tangled undergrowth and with an ample supply of water from springs and brooks for ornamental use. The landscape has, for the most part, a southerly aspect, with a wide horizon line, cut by the Blue Hills of Milton. The views are therefore mostly rural rather than urban.



PARK DEPARTMENT
CITY OF BOSTON.
1876.

JAMAICA PARK
AND
BUSSEY FARM PARK WAY
WEST ROXBURY DISTRICT

SCALE 400 FT. TO AN INCH.
400 300 200 100 0 100 200
BUFFORD'S LITH. BOSTON



From the tower on the Sargent estate, the base of which is over 170 feet above mean low water, at the corner of Seaver street and Walnut avenue, can be seen a panorama of the city, the adjacent country and bay.

It lies chiefly between the $3\frac{3}{4}$ and $4\frac{3}{4}$ mile circles, and is nearly equidistant from the ocean on the east, and the Brookline line on the west. In the valleys on either side are horse-car tracks and railroads, — the New York & New England on the east, and the Providence on the west, with stations about one-quarter mile distant. The fares by these routes would probably not exceed five cents. It is approached on all sides by highways, to be supplemented by park-ways, the Harrison square on the east, and the Bussey farm on the west.

But slight attempt has ever been made to improve the land, otherwise than in some parts for farming. What little has been done in projecting streets by private parties has not been sufficiently successful to encourage any important investments.

It is traversed on its western portion by Walnut avenue, Glen road and Williams streets by crooked routes, due to the irregularity of the surface whereby the natural features have remained uninjured.

This reservation is worthy the highest skill of the landscape gardener and engineer, under whose treatment it would become a park in the true sense of the word, and adequate to the enjoyment of the people of Boston for many years. Thousands can occupy its groves, hillsides and glades with mutual pleasure, and find thereby that refreshment and relief from city sights and sounds which rural surroundings can only give.

PARK-WAYS.

PARKER-HILL PARK-WAY

Forming the southern boundary of the park of the same name, is 100 feet wide. Beginning on Tremont street, opposite to its point of junction with the proposed extension of Huntington avenue, it winds by an easy grade, not exceeding four feet in the hundred, around the eastern shoulder of the hill to a point on its southern base, on Heath street, about 480 feet west of Day street, crossing Heath street by a bridge above grade, and connecting with Jamaica Park-way.

This park-way will be used both for pleasure driving and walking, and also as an approach to the adjoining lots

whenever they are occupied by dwellings. It has a frontage, exclusive of the park, of 7,440 feet, most of which will be available for house-lots. Its highest elevation is 140 feet above tide-water. It contains about 11 acres, and is about 4,700 feet in length.

JAMAICA PARK-WAY,

Beginning at proposed bridge over Heath street and connecting thereby with Parker Hill Park-way, and also, by a branch, with Heath street at grade, passes through a succession of unimproved fields of irregular surfaces, towards and to the east of Ward's pond, through the estate of H. H. Rueter, on Perkins street, under said street (the grade of which will be improved and raised five feet at its lowest point), entering Jamaica Park upon the estate of Edward N. Perkins, near the present entrance to said estate. The width is, generally, 200 feet, widening somewhat where the surface of the grounds requires it.

It will be laid out for pleasure purposes, with malls, a drive, saddle pad, and promenades. Its length is 3,600 feet, containing 23 acres. It will continue through Jamaica Park on the easterly shore, and connect *via* Pond street with the park-way system beyond. The distance to Pond street from the Charles-river Embankment *via* Back Bay Park, Huntington avenue, Parker Hill, and Jamaica Park-way, is about three and one-half miles.

BUSSEY FARM PARK-WAY.

Beginning at the southwestern corner of Jamaica Park, crossing Pond street, thence southerly through open fields and meadows to Centre street, Jamaica Plain, thence crossing said street, upon the eastern side of the valley, in a southerly direction, through unimproved lands, crossing a branch of Stony Brook, to and by the eastern boundary of Bussey Farm, through a scattered grove of deciduous trees, to South street, near its junction with Morton street, crossing the Boston and Providence Railroad by a bridge above grade, near the Forest Hills station; thence by a route through vacant lands, crossing Morton street, to an entrance into West Roxbury Park, at its extreme southwestern end.

The bridging of the railroad near Forest Hills station will require careful engineering study and joint action between the railroad corporation and the city authorities. The point indicated on the map is not necessarily the one which will finally be selected.

li
no

The line from Pond street to South street will be 200 feet wide, and laid out like Jamaica Park-way. It is a direct and attractive route to the Bussey estate, and from it branch avenues will be built to the Bussey hill and woods, whenever it may be advisable for all concerned to join in the development of that property. In the mean time the public will enjoy a fine view from the park-way over much of the land of this natural park.

The bridging of the B. & P. R. R. will be expensive, but the necessity of it is already felt.

For an inner and shorter route from Jamaica Park to the large West Roxbury Park the Commissioners recommend that Green street be extended to Pond street, and widened to 60 feet, to its junction with Forrest Hills street, passing over the Boston and Providence Railroad by a bridge. The importance of bridges at these grade crossings appears from the fact that over 100 trains pass them daily.

HARRISON-SQUARE PARK-WAY.

For the convenience of the large population which will soon occupy the centre and southern parts of Dorchester, a park-way 100 feet wide has been projected leading from a point near the junction of Adams street and Neponset avenue in a northwesterly direction, generally through unimproved lands, by easy grades, to a point on Blue Hill avenue, near the junction of Columbia street, and opposite to the West Roxbury Park. The exact lines of the park-way can only be fixed by more complete instrumental surveys than thus far have been made, but enough has been done to indicate that a fine avenue can now be laid out over the general route as located, without serious interruption to the economical use of adjacent lands for building purposes. In certain parts of the route it will be widened to 200 or more feet.

SCHEDULE OF AREAS WITH ESTIMATED COST OF LANDS AND
BUILDINGS PROPOSED FOR PARKS, PARK-WAYS AND
ADJOINING NEW STREETS.

LOCATION.	Acres in Parks and Park-ways.	Acres in new streets.	Estimated cost of Park and Park-way areas.	Estimated cost of Buildings.	Estimated cost of new streets adj. Parks, Land and Buildings.	TOTAL.
Charles River Embankment	69	..	\$448,500	\$62,000	.....	\$510,500
Back Bay Park	85½	17	720,000	60,300	\$147,300	927,600
Parker Hill Park	16	..	105,000	.....	.....	105,000
South Bay Park	35	6	258,800	82,900	53,500	395,200
Savin Hill Park	13½	..	78,700	20,400	.....	99,100
City Point Battery	27½	..	54,000	10,700	.....	64,700
East Boston Park	76	..	64,000	300	.....	64,300
Brighton Park	160	4	337,500	42,500	12,500	392,500
Reservoir Lots	19½	..	73,200	6,300	.....	79,500
Jamaica Park	52	2¾	324,900	152,100	22,300	499,300
West Roxbury Park	485	..	1,289,500	97,600	.....	1,387,100
Parker Hill Park-way	11	..	117,000	.....	.....	117,000
Jamaica Park-way	23	..	88,000	.....	.....	88,000
Bussey Farm Park-way	40	..	157,600	.....	.....	157,600
Harrison Sq. Park-way	20	..	74,600	.....	.....	74,600
Total	1,133	29¾	\$4,191,300	\$535,100	\$235,600	\$4,962,000

SUMMARY.

Area of new streets adjoining parks 29¾ acres.

Estimated average cost per acre . . . \$7,919 00

Estimated total cost for streets . . . 235,600 00

Area of parks and park-ways 1,133 acres,

Estimated average cost of land per acre . . . 3,699 00

Estimated cost of land . . . 4,191,300 00

Estimated cost of buildings per acre . . . 472 00

Estimated cost of buildings . . . 535,100 00

Estimated average cost, per acre, land and
buildings . . . 4,171 00

Estimated total cost for parks and park-ways 4,726,400 00



BUSSEY FARM AND ARNOLD ARBORETUM.

The park-way from Jamaica Park to Forest Hills Station, on the Boston and Providence Railroad, skirts the eastern border of the Bussey Farm, near that portion set apart by Harvard University for the Arnold Arboretum. The purposes of this arboretum are, that all the trees, shrubs and herbaceous plants, either indigenous or exotic, which can be raised in the open air at West Roxbury, shall be collected and planted, and each specimen labelled.

An admirable beginning has been made, under scientific direction, and it is understood to be the intention of the University to develop its trust as rapidly as its means will permit, by collecting and so disposing the plantations as to render them, in the highest degree, instructive and interesting to students and the public.

The University not having perfected its plans, the Commissioners have deemed it advisable to temporarily delay locating any lands or ways within this superb estate (containing over 300 acres), other than the park-way mentioned above, but they are of the opinion that all the rights of the city and the University can be fully protected, greatly to their mutual advantage, by the Commissioners taking lands for walks, drives and open spaces, under the terms of the act, and policing the same, and the University making and tending the plantations as required by its trust.

The cultivation of specimen trees and plants, and scientific farming, can be carried on to any required extent, upon the arable lands of the estate, by the University, and yet leave large tracts of the most picturesque scenery, unfitted for those purposes, to be used by the city for a park.

It would seem that by the co-operation of these two interests, both purely of a public character, though quite independent in ownership and administration, the objects sought for by each would be directly benefited.

AUSTIN FARM, WEST ROXBURY.

Whether the present City Council shall decide to authorize the taking of lands under the Park Act or leave the subject to its successors, it is the opinion of the Commissioners that no time should be lost in preparing material for plantations. Large supplies of trees and shrubs for borders of streets and park-ways and the planting of parks will be required in the early stages of the work, which should be grown in quantities from seeds or young plants, by the city, at a minimum

cost, instead of being purchased in the markets. Material so produced will be thoroughly acclimated, and will show better results immediately and permanently than when grown in distant and various localities.

The Austin Farm, containing fifty acres, the property of the city, adjoins the West Roxbury location, and is well adapted for the purposes mentioned.

The Commissioners recommend that the farm, unless absolutely required for other purposes, be placed under their control by a deed of trust or otherwise, as may seem best to you, to be used as a nursery for trees, plants and shrubs, required for the use of the city, with the proviso, that no material grown be sold or otherwise disposed of, unless by exchanges in kind, to any parties, public or private.

To supply the parks of Paris and environs, the government possesses four extensive nurseries, one each for evergreens, for deciduous trees, for woody plants and shrubs, and for annual bedding plants, where trees and plants are raised in vast quantities, costing, from the bedding plants, a few cents per hundred, to well-grown, healthy trees, thirty feet high by a foot and a half in diameter, four dollars each. These last are transplanted with balls of earth about their roots, as has been successfully done in the New York Park, and elsewhere in this country.

Of bedding plants alone several millions are produced annually, with which the gardens and promenades of the city are lavishly decorated at a trifling cost, thereby cultivating among the people a correct knowledge of and taste for natural colors and forms for which the Parisians are pre-eminent in all the modern arts.

A portion of the farm can be set apart for a Zoölogical Garden, either temporarily or permanently, to be open to the public, under proper regulations, as is done in New York and Philadelphia and many foreign cities.

Other parts, not immediately needed for the nursery while the plants are young, can be temporarily used for play and picnic grounds. If this recommendation meets your approval, the preparatory work should be entered upon at the earliest practical moment.

BROOKLINE.

The town of Brookline, though nearly surrounded by, is not yet a part of, Boston; but this condition has only in the single instance of the Brighton Park-way seriously complicated this portion of the work of the Commission, as there exists no difficulty in connecting by natural and inex-

pensive routes, through Brookline, the Brighton Park with Jamaica Plain and West Roxbury Parks, and the general system, whenever, within a reasonable time, the city and town authorities should desire to co-operate to this end.

COLUMBIA AND BOSTON STREETS, IN DORCHESTER.

The Commissioners recommend that these streets be widened to one hundred feet, and planted with malls on each side of the roadway, to form an avenue of the first class, from the junction of Columbia street with Blue Hill avenue to the junction of the proposed extension of East Chester Park, at Five Corners, with Boston street, about two miles in length, and connecting the West Roxbury and South Bay Parks.

This avenue, so improved, will be the approach from South Boston and a large part of Dorchester to the West Roxbury Park. It will be an important section of the circuit from the Charles-river Embankment *via* Back Bay, Jamaica, West Roxbury and South Bay Parks, thence by East and West Chester Park to Charles-river Embankment again, — a route of about twelve miles.

ESTIMATED EFFECT OF COST ON TAXES.

The area of the city is, in round numbers, 22,000 acres, of which 211 acres, or about one per cent., are at present public pleasure-grounds; the additional acreage in parks and park-ways located under this act is about 1,100, or five per cent. of the whole area, at an estimated gross cost for land and buildings thereon amounting to three-fifths of one per cent. of the assessed valuation of the city, real and personal, for the year 1875.

The immediate influence of the large expenditure required for taking lands as located, upon the rate of taxation, would be approximately as follows : —

		Rate.	Tax.
Valuation in 1875,	\$793,767,900	\$13.70	\$10,864,620
Less cost of lands,	4,726,400	5% int.	236,320
Relative valuation,	\$789,041,500	\$14.06	\$11,100,940

thus increasing the rate of taxation thirty-six cents on \$1,000 to raise the same relative tax.

In this statement nothing is allowed for the increased tax accruing from the increased valuations of estates directly

benefited by the location of parks adjacent thereto, which will, judging by the experience of other cities, at once favorably modify the rate of taxation, soon offset the entire increase, and then permanently reduce the general average.

NAMES OF PARKS, ETC.

The names used in designating the various locations are adopted for the convenience of this report only.

For your convenience, four large maps have been prepared, as follows, one showing the Charles-river Embankment, Back Bay and Parker Hill Parks. Scale, 150 feet to the inch.

Brighton Park and Chestnut-Hill Reservoir. Scale, 200 feet to the inch.

West Roxbury Park and connections. Scale, 300 feet to the inch.

South Bay Park and surroundings. Scale, 100 feet to the inch.

A detailed account of the expenditures of the Commission accompanies this report marked "Appendix A."

In making the locations herewith presented, the Commissioners have sought the professional advice of Mr. Fred. Law Olmsted, upon the general scheme, rather than upon the minor details. His experience and success in similar undertakings in several cities have made him an authority throughout the country. The assistance they have thus received enables the Commissioners to offer the plan herein presented with a degree of confidence which they otherwise would not feel.

They also desire to make their sincere acknowledgments to the large number of fellow-citizens who have aided them in the prosecution of their work. While some have, perhaps, been warped in the expression of their views by personal interests, not necessarily incompatible with the public good, it has been gratifying to observe that the far greater number have been influenced solely by an earnest desire that this proposed great public improvement should be so executed not only as to satisfy the citizens of to-day, but also be regarded in future years, when the population of Boston shall have doubled and quadrupled, as a priceless inheritance.

Respectfully submitted,

T. JEFFERSON COOLIDGE,
WM. GRAY, JR.,
CHARLES H. DALTON,

Commissioners.

BOSTON, April 24, 1876.

APPENDIX.

APPENDIX A.

EXPENDITURES OF THE PARK DEPARTMENT.

Amount appropriated October 5, 1876, . . .	\$6,900 00
Amount expended to December 31, 1875, as per first report,	\$1,987 81
Amount expended to April 31, 1876, 3,421 57	3,421 57
	<hr/> 5,409 38
Unexpended balance May 1, 1876,	\$1,490 62

The above amount of \$3,421.57 was expended as follows: —

Salary of clerk	\$300 00
Draughtsmen and drawing materials	563 41
Surveyors, engineers and expenses	972 10
Maps	5 60
Stationery	18 61
Printing second report, including maps,	1,538 09
Washing towels and floors	14 76
Coach hire	9 00
	<hr/> \$3,421 57

APPENDIX B.

DRAFT FOR A PROPOSED ACT CONCERNING CHARLES RIVER FLATS.

AN ACT IN ADDITION TO AN ACT FOR THE LAYING OUT OF PUBLIC PARKS IN OR NEAR THE CITY OF BOSTON.

Be it enacted, etc., as follows:—

SECTION 1. The Board of Park Commissioners for the City of Boston is hereby authorized and empowered to build a sea-wall on the Boston side of the basin of the Charles river between the angle in the present harbor line, at the northwesterly corner of Taylor and Sohler's wharf, and a point where the proposed line described below joins the present harbor-line, and to fill up the grounds enclosed by said wall for the purposes of a public park in accordance with the provisions of the Act of 1875, chapter 185. The lines of the said sea-wall shall be as follows: —

Beginning at the angle in the present harbor line at the north-westerly corner of Taylor & Sohler's wharf, and running southerly in a straight line, to a point westerly of and distant two hundred feet perpendicular from the said present harbor line, near Mt. Vernon street; thence running south-westerly, by a curved line of nine hundred feet radius, tangent to said straight line, to a point northerly of, and distant two hundred feet perpendicular from said present harbor line; thence running south-westerly again in a straight line, tangent to said curved line, and parallel to the straight part of said present harbor line to a point; thence running westerly, by a curved line of eighteen hundred and fifty feet radius, tangent to the last-mentioned straight line, to the said present harbor line, with which said curve is also tangent.

The lines of the sea-wall aforesaid shall constitute the harbor lines beyond which no wharf, pier or other structure, and no filling in shall be extended into or over the tide-waters of the said basin, excepting such landing places, not exceeding ten in number and extending not more than twenty-five feet from said sea-wall, and of such shape as the Board of Harbor Commissioners shall approve.

SECT. 2. This act is made subject to the following conditions and restrictions, namely: The grounds so enclosed and filled up shall be used solely for the purposes of a public park, facing and abutting upon the said Charles-river Basin. And when the City of Boston, or the said Park Commissioners, shall have built the said sea-wall and fitted up the said grounds as a park as aforesaid, and so long as the same shall be used solely as said park, the Commonwealth will preserve the water-frontage of said park upon the Charles-river Basin, and will not authorize or permit any filling out or extensions or erections from, or contiguous to, the water-line of said park. But said park shall be subject to the right of the City of Boston or of the Commonwealth to construct and maintain a public sewer or sewers through and beneath said park for the convenient drainage and sewerage of the City of Boston and its neighborhood, and the filling up of the said grounds shall be of such grade as shall be best suited for such drainage and sewerage.

Provided, also, that nothing in this act shall be construed as impairing the right of any person entitled to wharfage or flats which shall be cut off from tide-water by the said sea-wall and filling up to demand and receive full compensation for any property, rights or interests taken by said Board of Park Commissioners for the purposes of said park.

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CITY OF BOSTON.

THIRD REPORT OF THE BOARD OF COMMISSIONERS OF THE DEPARTMENT OF PARKS FOR THE CITY OF BOSTON.

To the Honorable the City Council of the City of Boston: —

The petition to the City Council from citizens of the Charlestown District, in favor of asking the Legislature for authority to take for the purpose of a public park a tract of land situated in the City of Somerville, and known as the "Ten Hills Farm," having been referred to this commission, we beg leave to report thereon as follows: —

We have examined the locality, but are not prepared, without a thorough and exhaustive survey of the whole adjacent territory, to recommend it as being the best location for a park on that side of the city. The question is a broader one than the mere selection of land suitable for this purpose. It involves special legislation giving authority to Boston to take land and to spend money outside of her own limits, largely for the benefit of persons paying their taxes elsewhere, and probably with no right to recover any part of the cost from betterments. Section 16 of the "Act for laying out of Public Parks in or near the City of Boston" is as follows: —

"The Mayor of any city adjoining the City of Boston may, with the approval of the City Council of such adjoining city, appoint, and the inhabitants of any town adjoining the City of Boston may, at any legal meeting called for the purpose, elect, Park Commissioners, who shall have powers similar to those hereinbefore given to the Park Commissioners of the City of Boston, to lay out and improve parks within such adjoining city or town, in conjunction or connection with any park laid out in Boston; and any park laid out by the Park Commissioners of such adjoining city or

town shall be subject to similar provisions to those hereinbefore made regarding parks in Boston, and such adjoining city or town shall have similar rights, and be subject to similar duties, to those hereinbefore given to and imposed upon the City of Boston in relation to incurring debts for the purpose of defraying expenses incurred under this act; *provided, however*, that the provisions of this section shall not apply to any such adjoining city that has not accepted the same by a vote of a majority of the legal voters at the annual meeting for the choice of municipal officers."

In view of the terms of this section, which contemplates a metropolitan system of parks whenever Boston and the neighboring cities and towns desire to act in concert, we think it unlikely that the Legislature would favor a change for any such special purpose as is requested by the petitioners, and we think it unwise for the City of Boston to take any steps towards the laying out of parks beyond her own boundaries. We therefore respectfully ask to be discharged from the further consideration of the petition.

T. JEFFERSON COOLIDGE,
WM. GRAY, JR.,
CHARLES H. DALTON,

Commissioners.

Boston, September 25, 1876.



CITY OF BOSTON.

City Document No. 88.

FOURTH REPORT OF THE BOARD OF COMMISSIONERS OF THE DEPARTMENT OF PARKS FOR THE CITY OF BOSTON.*

To the Honorable the City Council of the City of Boston:—

On the 20th day of July last the following order was received by this Commission:—

CITY OF BOSTON.

IN BOARD OF ALDERMEN, July 10, 1876.

ORDERED:—

That the report of the Commissioners on Public Parks (City Doc. No. 42) be recommitted to said commissioners, with instructions to bond such tracts of land as they may select for Public Parks, either within the limits already reported by them or elsewhere, and to report the same from time to time to the City Council, specifying the number of acres, the names of the owners, and the estimated expense of the purchase.

Sent down for concurrence.

JOHN T. CLARK,
Chairman.

IN COMMON COUNCIL, July 13, 1876.

Concurred.

J. Q. A. BRACKETT,
President.

Approved July 17, 1876.

SAMUEL C. COBB,
Mayor.

And agreeably thereto this report is respectfully submitted.

The following notice was issued to all persons whose lands have been included in the proposed Parks, and the Commissioners have endeavored to consult with every owner, either personally or by deputy.

CITY OF BOSTON, PARK DEPARTMENT.

The Park Commissioners, having received the following order from the City Council, invite all persons interested to call at their rooms on any day, between 10 and 2, and confer with them in regard to the matter.

* For Third Report see Proceedings of the Board of Aldermen of September 25, 1876.

“ORDERED:—

That the report of the Commissioners on Public Parks (City Doc. No. 42) be recommitted to said commissioners, with instructions to bond such tracts of land as they may select for Public Parks, either within the limits already reported by them or elsewhere, and to report the same from time to time to the City Council, specifying the number of acres, the names of the owners, and the estimated expense of the purchase.”

As the present City Government has given this subject much attention we think it desirable that the information called for by the above order should be furnished as soon as possible, that the Council may have time, before the close of the year, to give it such further consideration as its importance demands.

We therefore hope to see you at as early a day as your convenience will allow.

Your obedient servants,

T. JEFFERSON COOLIDGE,
WM. GRAY, JR.,
CHAS. H. DALTON,

Park Commissioners.

A form for a bond, prepared by the City Solicitor, was printed as follows:—

KNOW ALL MEN BY THESE PRESENTS,

That

holden and stand firmly bound unto the CITY OF BOSTON, in the Commonwealth of Massachusetts, in the sum of _____ dollars, to the payment of which to the said obligee or its assigns, hereby bind _____ heirs, executors, and administrators.

The condition of this obligation is such that whereas the said obligor ha _____ agreed to sell and convey unto the said obligee a certain parcel of real estate, situated _____ and bounded as follows, namely: The same to be conveyed by a good and sufficient _____ deed of the said obligor, conveying a good and clear title to the same, free from all incumbrances, _____ to be used only for the purposes of a Public Park, for the sum of _____ dollars. Provided, the said obligee shall elect to purchase the same within _____ from the date hereof.

Now, therefore, if the said obligee shall not notify the said obligor of its election to make said purchase within _____ from the date hereof; or if the said obligee shall notify the said obligor of its election to make said purchase within the time aforesaid, and the said obligor shall, upon tender by the said obligee of the aforesaid sum, deliver unto the said obligee a good and sufficient deed as aforesaid, then, in either of said cases, this obligation shall be void, otherwise it shall be and remain in full force and virtue.

In witness whereof _____ hereunto set _____ hand and seal this _____ day of _____ A. D. 187 _____.

Signed and sealed in the presence of _____

In the absence of detailed instructions in the above order, the Commissioners proceeded upon the plan of taking bonds for lands at the assessed valuations of 1875, notwithstanding in many instances the valuations of 1876 have been materially less, inasmuch as the “estimated expense” was based upon these rates in the previous report of this Board. (City Doc. No. 42, p. 34.)

Although it appears that the market price of many unimproved tracts of land, included in the proposed parks and otherwise, is still unsettled, and may be even below the last valuation, it seemed to the Commissioners to be right that the city should pay the rates fixed by their own officers, and upon which taxes have been levied and paid, to such citizens as should respond to the request to bond their lands. It does not, however, follow that the city should be guided by the same rule where no bonds have been given and the valuations have been reduced.

In order to limit, on the part of the owners, the inconvenience arising from placing the sale of their property beyond their control, the bonds, herewith reported, will expire on November 30, 1876.

While the sale of unimproved lands to the city for park purposes is mainly a financial consideration for the owner, such lands being generally held for speculation, this is by no means the case with lands where dwellings have been built and are occupied by the owners. Such properties are chiefly held as homes, and not for speculation. There are probably some instances of such occupation, where, though the valuation would be a full money compensation, the disturbance of the domestic life of the owner, incident to the immediate taking of the property by the city, would be an annoyance and possibly a hardship.

It has seemed to the Commissioners that it would be both wise and economical for the city, and also more satisfactory to citizens, if a provision were made by which such properties could be continued in the occupancy of present owners during their lives, or any portion thereof, as they might elect, under an equitable adjustment of terms, and then to pass to the city at present values. The Commissioners would ask your consideration of this suggestion, and if it should meet your approval would advise that the Legislature be petitioned for the necessary authority as an addition to the act of 1875, chapter 185.

Notwithstanding the endeavors of the Commissioners to accomplish the purposes of the order, and also the general desire of the owners that the lands designated should be used as proposed, it will be observed that only a moderate proportion of the whole area has been bonded, namely 148 acres, or 13% amounting to \$507,000.

The reasons assigned by owners for declining to bond were various. Where lands were improved by dwellings and occupied by owners, as is especially the case on the borders of Jamaica Pond, there was a disinclination to vol-

untarily vacate homes, — a sentiment which will be recognized as reasonable.

Some owners of unimproved lands objected to bonding a portion, leaving a remainder upon their hands, while others, taking the opposite view of their interests, where all of their parcel of land was included, expressed the opinion that they would suffer relatively from not participating in the advantages of an increased value on adjacent lands outside the parks.

Many owners assigned as a reason for not bonding, that the assessed valuation of their lands was below the market value; and, in a comparatively few cases, that it was relatively (as regards other lands) under valued, or that, from the peculiarity of its position (either because it was in the interior of a park, or, for the opposite reason, because it formed the exterior boundary), it was essential to the park system, and therefore worthy of a higher price than the assessed valuations.

The Commissioners have not observed any important discrepancies in the relative valuations as fixed by the Board of Assessors, and are still of the opinion that the "valuations of 1875 are fully up to the market values," as expressed in their previous report.

In a few instances owners have desired to bond their lands at the valuations, provided the city would assume the payment of any betterments which might be assessed upon their remaining adjacent lands. The manifest inequity and possible illegality of such conditions were reasons for declining these proposals.

In other cases the title to lands was in litigation, or vested in trustees who could not give a bond.

It should be remembered that negotiations for so large a number of estates or portions of estates, as are included in the proposed system of parks, must necessarily require much painstaking attention, both on the part of the owners and of this Board, and therefore must consume considerable time.

The Commissioners have observed a disinclination by the owners to enter seriously upon such negotiations in a business spirit, however much they might wish to dispose of their lands, in view of the inability, on the side of the Board, to come to any definite conclusion, and in the belief that matters would not be advanced by bonding. This is mentioned in justice to a large number of owners, who, it is believed, will gladly negotiate in earnest whenever the buyer and seller can meet on common ground, as is usual in similar commercial transactions. But even then several months

may be required to properly adjust so many and varied negotiations.

The Commissioners have not undertaken to bond any lands outside the limits of the locations heretofore reported, as it did not appear that the object in view would be promoted thereby.

They have also declined to take any bonds at prices above the valuation of 1875, considering that such speculative estimates would serve no useful end.

Though the purposes of the order have not been fully accomplished, it does not follow that the attention which the subject has received has been useless, as it has led to a better understanding of the enterprise, which will be found a convenience whenever the Council shall proceed in the premises. The Commissioners have also learned somewhat in regard to the interest felt by the community and land-owners in the different locations, which information will be valuable hereafter in carrying out the details of the scheme.

The Commissioners present, herewith, tables of each location, showing areas of estates, owners, valuations for 1875, and rates per foot for 1875 and 1876, designating such lands as have been bonded.

The slight discrepancies which appear between the figures of this and the previous report are due to the existing imperfect plans. The changes are due to fuller information obtained since the earlier report; but the actual amount of land included within the various locations can only be verified by surveys.

A few improvements, in the form of buildings, have been made since the valuation of 1875, not exceeding \$25,000 in value.

We think it our duty, under these circumstances, to state our conviction, that, if the City Council is of opinion that it is wise and proper at this time to secure lands for Park purposes, it will be for the best interests of the city that the money should be appropriated, and that this Commission should be placed in a condition to deal directly with each individual owner.

Respectfully submitted.

T. JEFFERSON COOLIDGE,
WM. GRAY, JR.,
CHARLES H. DALTON,

Commissioners.

BOSTON, October 2, 1876.

CHARLES RIVER EMBANKMENT. — Assessors' Valuation, 1875.

OWNERS.	No.	STREET.	VALUA- TION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
Clark B. Wood	414	Leverett, cor. Charles	\$50,000	30,000	\$45,000	\$5,000	\$1.50	\$1.50	
Livingston street . . . . .	...	... . . . .	...	4,950	...	...	...	...
Silas W. Merrill . . . . .	...	So. side Livingston	20,500	13,339	16,500	2,000	1.25	1.25	
"	9	Breen pl. . . . .	...	900	1,100	900	1.25	1.25	
Daniel Breen (heirs)	1	"	39,000	815	1,000	2,200	1.25	1.25	
"	2	" . . . . .	...	815	1,000	2,200	1.25	1.25	
"	3	" . . . . .	...	815	1,000	2,200	1.25	1.25	
"	4	" . . . . .	...	815	1,000	2,200	1.25	1.25	
"	5	" . . . . .	...	740	900	1,900	1.25	1.25	
"	6	" . . . . .	...	740	900	1,900	1.25	1.25	
"	7	" . . . . .	...	740	900	1,900	1.25	1.25	
"	8	" . . . . .	...	740	900	1,900	1.25	1.25	
"	390	Charles	600	1,200	2,300	2.00	2.00	
"	388	"	600	1,200	2,000	2.00	2.00	
"	382	"	585	1,100	1,700	2.00	2.00	

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[illegible]

CHARLES RIVER EMBANKMENT — Continued.

OWNERS.	No.	STREET.	VALUATION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
<i>Brought forward</i>	\$463,900	2,823,561	\$407,500	\$56,400	. . .	. . .
Cousens Bros.	N. side Brighton ave.	23,700	18,050 } 41,050 }	21,000	2,700	.35	.35	
Charles E. Willard and E. M. Abbott (heirs)	" "	22,900	41,500	20,000	2,900	.50	.50	
Estimated total cost.	\$510,500	2,930,161	\$448,500	\$62,000	. . .	. . .

OWNERS.	No.	STREET.	VALUA- TION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
Boston and Roxbury Mill Corporation	W. of centre line of W. Chester park, extended	\$46,348	46,800	\$2,808	. . . . .	.06	.05½	
" " "	. . .	E. " " "	. . . .	8,000	10,000	6,500	1.25	1.12½	
" " "	. . .	" " " "	67,600	27,040	. . . .	.40	.35	
G. T. W. Braman, et al. (trustees)	E. side W. Chester park . . .	30,215	19,180	9,590	. . . .	.50	.50	
" " "	. . .	W. " " " "	. . . .	41,250	20,625	. . . .	.50	.50	
Boston Water Power Co.	S. " Beacon	372,174	292,376	73,094	. . . .	.25	.20	
" " "	. . .	N. " Boston & Albany R. R.	. . . .	101,370	20,274	. . . .	.20	.15	
" " "	. . .	E. " old Ward 15 line . . .	. . . .	293,880	44,082	. . . .	.15	.08	
" " "	. . .	W. " " " "	. . . .	1,690,365	202,844	. . . .	.12	.09	
" " "	. . .	S. " " " "	. . . .	212,530	31,880	. . . .	.15	.10	
Edwin A. Alger, Jr.	N. " " " "	19,985	166,540	19,985	. . . .	.12	.10	
William Aspinwall]	" " " " "	11,676	97,304	11,676	. . . .	.12	.10	
William A. Tappan	" " " " "	5,059	42,158	5,059	. . . .	.12	.10	
Francis E. Faxon, et al. (trustees)	" " " " "	3,645	24,300	3,645	. . . .	.15	.10	
Amos Coffin and Charles H. Bacall	" " " " "	1,860	12,400	1,860	. . . .	.15	.08	
Carried forward		\$490,962	3,116,053	\$484,462		. . . .	. . . .	. . . . .

BACK BAY PARK — Continued.

OWNERS.	No.	STREETS.	VALUATION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
<i>Brought forward</i>	\$490,962	3,116,053	\$484,462	\$6,500	. . . .	. . . .
Eliot School Fund	S. side old Ward 15 line . . .	11,694	77,959	11,694	. . . .	.15	.10	
William Shummin (heirs)	" " " . . .	8,261	55,073	8,261	. . . .	.15	.10	
William Thompson (heirs)	" " " " . . .	11,586	77,241	11,586	. . . .	.15	.10	
Catharine V. McElroy	W. " Vancouver	38,289	255,261	38,289	. . . .	.15	.10	
Ruth H. Tompson	E. " "	3,638	24,250	3,638	. . . .	.15	.12	
Vancouver street	" " " "	12,000	. . . .	. . . .	. . . .	. . . .
Sewall Day & Co.	W. side Parker	11,093	73,960	11,093	. . . .	.15	.15	
Thomas Hall, Jr.	" Vancouver	1,125	7,500	1,125	. . . .	.15	.12	
Patrick H. Rogers	" " " "	4,128	27,517	4,128	. . . .	.15	.12	Bonded.
Catherine Keveny	" " " "	432	2,881	432	. . . .	.15	.15	
Caleb S. Emery	" " " "	173	1,156	173	. . . .	.15	.15	
James H. Davenport	" " " "	32	210	32	. . . .	.15	.15	
Patrick J. Myers	N. side Ward	435	1,450	435	. . . .	.30	.30	
Francis J. Ward	" " " "	39,518	131,725	39,518	. . . .	.30	.37½ & .12½	Bonded.
Abraham Folsom	" Longwood ave.	98,213	129,750	41,000	16,000	.40 & .15	.40 & .12	

BACK BAY PARK — Continued.

OWNERS.	No.	STREET.	VALUATION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
<i>Brought forward</i>	\$786,800	4,169,254	\$744,300	\$42,500	. . . . .	. . . . .	. . . . .
James Driscoll	E. side Whitney	3,700	2,305	1,200	2,500	.50	.50	
Michael Driscoll (heirs)	"	1,500	2,305	1,200	300	.50	.50	
Thomas O'Brien	"	3,600	2,283	1,100	2,500	.50	.50	
George A. Emery	"	1,600	3,360	1,600	. . . . .	.50	.50	
John F. Emery	"	4,100	3,135	1,600	2,500	.50	.50	
Jeremiah Sullivan	"	2,100	2,850	1,600	500	.50	.50	
Alexander Rae	"	3,200	1,710	700	2,500	.50	.50	
John Y. Mainland	"	3,400	1,710	900	2,500	.50	.50	
Annie C. Habich	S. side Conant	3,500	5,835	3,500	. . . . .	.60	.50	
Thomas Ray	"	3,400	2,830	1,400	2,000	.50	.50	
James Nixon	"	4,400	2,796	1,400	3,000	.50	.50	
John Parry	"	3,900	2,761	1,400	2,500	.50	.50	
James M. Hobby and Thos. Hiller	"	5,100	3,537	2,100	3,000	.60	.50	

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William S. Donnell	W. side Bumstead lane	3,100	6,270	3,10050	.50
Patrick H. McCormick	" " " "	7,200	6,423	3,200	4,000	.50	.50
Boston Society of Redemptorists	" " " "	38,000	61,150	38,000	. . . . .	.75 & .50	.75 & .40
		<u>\$878,600</u>	<u>4,280,524</u>	<u>\$808,300</u>	<u>\$70,300</u>	. . . . .	. . . . .
Estimated cost of Park area		\$731,300	3,592,624	\$671,000	\$60,300	. . . . .	. . . . .
Estimated cost of new streets adjoining		147,300	687,900	137,300	10,000	. . . . .	. . . . .
Estimated total cost		<u>\$878,600</u>	<u>4,280,524</u>	<u>\$808,300</u>	<u>\$70,300</u>		

PARKER HILL PARK. — Assessors' Valuation, 1875.

OWNERS.	No.	STREET.	VALUATION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
Paul D. Wallis and E. S. Rand, Jr. (trustees)	S. side Tremont	\$90,030	600,200	\$90,030	. . . .	.15	.15	
Timothy Mc Carthy	" "	4,320	21,600	4,320	. . . .	.20	.20	
Ralph Crooker	N. " Billings pl.	16,250	65,000	16,250	. . . .	.25	.20	Bonded.
Thomas Thatcher (heirs)	S. " "	440	2,200	440	. . . .	.20	.20	
Anna Parker (heirs)	W. " Parker	960	4,800	96020	.20	
Estimated total cost	\$112,000	693,800	\$112,000			

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SOUTH BAY PARK. — Assessors' Valuation, 1875.

OWNERS.	No.	STREET.	VALUATION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
Lewis Clapp (heirs)	N. side Cottage	\$4,840	13,000	\$3,640	\$1,200	.28	.28	
John J. May	Cor. Boston	11,300	10,000	3,500	1,500	.35	.35	Bonded.
" "	W. side " . . . . .	. . . .	3,743	900	1,600	.25	.25	Bonded.
" "	" "	3,000	800	1,600	.27	.27	Bonded.
" "	" "	3,000	800	600	.27	.27	Bonded.
Maria C. Living	" "	11,700	18,850	5,700	6,000	.30	.30	
J. Henry Sears	" Cottage	15,510	30,040	7,510	8,000	.25	.25	
Benjamin B. Converse	" "	9,096	90,962	9,096	. . . .	.10	.10	
Robert C. Hooper (heirs)	" "	4,165	2,000	500	1,000	.25	.10	
" "	" "	26,645	2,665	. . . .	.10	.10	
Stephen Clapp	Dexter court	4,300	2,520	800	3,500	.30	.30	
Martha Clapp	" "	11,200	4,240	800	2,000	.20	.20	
" "	W. side Boston . . . . .	. . . .	4,181	1,200	2,500	.30	.30	
" "	" "	4,258	1,200	2,500	.30	.30	
" "	" "	8,200	1,000	. . . .	.12½	.12½	
Carried forward	\$72,111	224,639	\$40,111	\$32,000	. . . .	. . . .	. . . . .

SOUTH BAY PARK — Continued.

OWNERS.	No.	STREET.	VALUATION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
<i>Brought forward.</i>									
Dexter court	\$72,111	224,039	\$40,111	\$32,000	..	..
Alfred Clapp	3,510	...	...	..	..
"	...	W. side Boston	11,100	3,873	1,200	3,000	.30	.30	
"	...	"	...	3,000	700	1,000	.23	.20	
"	...	"	...	3,000	700	1,000	.23	.20	
"	...	"	...	3,000	700	1,000	.23	.20	
Geo. W. Tuxbury.	...	"	67,576	66,000	13,000	...	.20	.20	
"	...	S. side Clapp	...	2,810	700	...	.25	.22	
"	...	"	...	2,501	600	...	.25	.22	
"	...	"	...	3,705	900	...	.25	.22	
"	...	"	...	4,417	1,000	...	.22	.20	
"	...	"	...	4,657	1,000	...	.22	.20	
"	...	"	...	4,385	1,000	...	.22	.20	
"	...	"	...	4,101	900	...	.22	.20	
"	...	"	...	3,435	700	...	.20	.20	
"	...	"	...	2,345	500	1,800	.22	.20	
"	...	"	...	3,008	800	...	.20	.20	

SOUTH BAY PARK — Continued.

OWNERS.	No.	STREET.	VALUATION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
<i>Brought forward.</i>			\$150,787	437,111	\$84,755	\$54,100	. . . .	. . . .
Geo. W. Tuxbury		N. side Clapp	. . . . .	3,625	700	. . . .	.20	.20	
"		"	3,750	700	. . . .	.20	.20	
"		"	3,750	700	. . . .	.20	.20	
"		"	3,750	700	. . . .	.20	.20	
"		"	4,245	800	1,800	.20	.20	
"		"	4,420	900	. . . .	.20	.20	
"		Cor. Graham court	. . . . .	3,000	600	. . . .	.20	.20	
"		N. side Clapp	. . . . .	3,750	600	. . . .	.17	.17	
"		"	5,510	937	. . . .	.17	.17	
"		S. side Graham Court	. . . . .	6,444	902	. . . .	.14	.14	
"		"	3,662	500	. . . .	.14	.14	
"		"	4,702	700	. . . .	.14	.14	
"		Rear Baker Place	. . . . .	23,210	1,393	. . . .	.06	.05	
Graham Court			5,700	
John Patterson		S. side Clapp	2,700	1,480	300	2,200	.20	.20	
"		"	625	20030	.30	

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James T. Blair	"	2,000	855	200	1,800	.25	.20
James McCorkle	"	400	1,575	40030	.30
Patrick Carroll	"	3,000	3,713	700	2,300	.20	.20
John Broderick	"	7,597	6,450	1,097	6,500	.17	.20
James M. Hart	"	32	210	32	. . . .	.15	.15
Edmund Durgin, Jr.	Willow Court.	1,724	8,620	1,724	. . . .	.20	.20
Geo. H. Lougee & Co.	"	1,100	5,550	1,100	. . . .	.20	.20
Moses Williams, Jr.	N. side Clapp	2,900	3,375	700	2,200	.20	.20
Cyrus C. Mayberry	"	2,900	4,400	900	2,000	.20	.20
William Meade	"	3,800	7,500	1,500	2,300	.20	.20
Wm. E. Tracy	"	900	4,548	900	. . . .	.20	.20
Catharine and Wm. Dorgan	"	3,800	1,875	400	1,500	.20	.20
" . . . . .	" . . . . .	. . . .	1,875	400	1,500	.20	.20
Mary E. D. Williams	" Clapp.	600	3,000	600	. . . .	.20	.20
Clapp street . . . . .	. . . . .	. . . .	39,200	. . . .	. . . .	. . .	. .
Frederick and Lemuel Clapp	S. side Willow court	120,100	5,116	1,000	2,200	.20	.20
" " " . . . . .	" " . . . . .	. . . .	21,780	4,000	. . . .	.20	.20
" " "	W. side Boston. . . . .	. . . .	8,144	1,500	. . . .	.18	.20
" " " . . . . .	" " . . . . .	. . . .	116,436	25,600	. . . .	.22	.20
" " " . . . . .	" " . . . . .	. . . .	85,085	21,300	. . . .	.25	.22
Frederick Clapp . . . . .	" " . . . . .	. . . .	20,401	6,100	6,300	.30	.30
Carried forward . . . . .	. . . . .	\$304,340	868,442	\$165,540	\$86,700	. .	. .

SOUTH BAY PARK—Continued.

OWNERS.	No.	STREET.	VALUATION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
<i>Brought forward</i>	\$304,340	888,442	\$165,540	\$86,700	. . . .	. . . .
Frederick and Lemuel Clapp	W. side Boston . . . . .	. . . .	38,292	9,600	. . . .	.25	.25	
Lemuel Clapp	Cor. Willow court . . . . .	. . . .	21,971	7,200	6,800	.33	.30	
Frederick and Lemuel Clapp	N. side Willow court . . . . .	. . . .	37,026	9,000	2,000	.25	.25	
" " "	" " "	79,462	17,500	. . . .	.22	.22	
James T. Howe	" " "	53,650	20,000	5,000	5,500	.25	.25	
" " "	" " "	140,619	24,000	. . . .	.17	.17	
" " "	" " "	80,366	12,000	. . . .	.15	.12 ¹	
" " "	" " "	119,177	7,150	. . . .	.06	.05	
Frances M. Baker	" " "	3,600	19,787	3,600	. . . .	.20	.20	
John Field	" " "	2,500	5,332	1,300	1,200	.25	.25	
Abigail Baker	" " "	2,200	14,445	2,200	. . . .	.16	.16	
Lydia Baker	" " "	3,500	19,787	3,000	500	.15	.15	
Daniel W. Baker	Cor. Baker place	4,983	5,049	858	1,600	.17	.15	
" " "	E. side Baker place . . . . .	. . . .	19,080	2,480	. . . .	.13	.13	
Baker place	1,728	
Adeline Harding	W. side Baker place	20	100	2020	.20	

PARK COMMISSIONERS.

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Geo. W. Parker	"	"	2,335	1,675	335	2,000	.20	.20	Bonded.
South Cove Corporation	E. side N. Y. & N. E. R.R. . .		6,500	108,330	6,50006	.06	Bonded.
Amasa Clapp (heirs)	Rear of Boston street		14,239	61,313	9,000	. . . . .	.15	.13	Bonded.
" . . . . .	" . . . . .		. . . . .	54,450	4,000	. . . . .	.08	.06 $\frac{1}{2}$	Bonded.
" . . . . .	" . . . . .		. . . . .	15,490	1,239	. . . . .	.08	.07	Bonded.
Matthias Rich	"		2,203	22,030	2,203	. . . . .	.10	.08	
Solomon Sanborn	W. side		455	1,820	455	. . . . .	.25	.25	
Abby E. Howe	"		1,674	6,667	1,674	. . . . .	.25	.25	
Lucy E. Pratt	"		1,846	7,385	1,846	. . . . .	.25	.25	
			<u>\$404,000</u>	<u>1,769,823</u>	<u>\$297,700</u>	<u>\$106,300</u>			
Estimated cost of Park area			\$344,840	1,513,996	\$261,940	\$82,900			
Estimated cost of new streets adjoining			59,160	256,727	35,760	23,400			
Estimated total cost			<u>\$404,000</u>	<u>1,769,823</u>	<u>\$297,700</u>	<u>\$106,300</u>			

SAVIN HILL PARK. — Assessors' Valuation, 1875.

OWNERS.	No.	STREET.	VALUA- TION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
Wm. Worthington (heirs)	Lot. 54½	Whitney's plan	\$58,100	16,652	\$2,100	. . . .	.12½	.12½	
"	55	" . . . . .	. . . .	21,882	2,700	. . . .	.12½	.12½	
"	56	" . . . . .	. . . .	25,442	3,200	. . . .	.12½	.12½	
"	57	" . . . . .	. . . .	27,710	3,500	. . . .	.12½	.12½	
"	58	" . . . . .	. . . .	25,263	3,200	. . . .	.12½	.12½	
"	59	" . . . . .	. . . .	23,777	3,000	. . . .	.12½	.12½	
"	60	" . . . . .	. . . .	23,928	3,000	. . . .	.12½	.12½	
"	61	" . . . . .	. . . .	21,636	2,700	. . . .	.12½	.12½	
"	62	" . . . . .	. . . .	20,355	2,500	. . . .	.12½	.12½	
"	78	" . . . . .	. . . .	21,976	2,200	. . . .	.10	.08	
"	79	" . . . . .	. . . .	27,256	2,700	. . . .	.10	.08	
"	80	" . . . . .	. . . .	31,241	3,000	. . . .	.10	.08	
"	81	" . . . . .	. . . .	24,388	2,400	. . . .	.10	.08	
"	82	" . . . . .	. . . .	25,479	2,500	. . . .	.10	.08	
"	83	"	19,608	1,90010	.08	
"	84	"	6,394	80012½	.10	
"	85	"	6,808	1,20018	.15	

PARK COMMISSIONERS.

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"	"	pt. 86	"	"	"	5,074	900	"	.18	.15
"	"	87	"	"	"	7,195	900	"	.12 $\frac{1}{2}$.10
"	"	88	"	"	"	7,948	1,000	"	.12 $\frac{1}{2}$.10
"	"	pt. 89	"	"	"	5,256	900	"	.18	.15
"	"	pt. 90	"	"	"	5,285	1,000	"	.18	.15
"	"	91	"	"	"	9,904	1,200	"	.12 $\frac{1}{2}$	.10
"	"	92	"	"	"	11,288	1,400	"	.12 $\frac{1}{2}$	.10
"	"	pt. 93	"	"	"	11,712	1,800	"	.15	.15
"	"	94	"	"	"	13,225	2,000	"	.15	.15
"	"	95	"	"	"	12,042	1,800	"	.15	.15
"	"	97	"	"	"	14,199	2,600	"	.18	.18
Woodland avenue	"	"	"	"	"	16,750	"	"	"	"
Betsy P. McIntosh	"	63	"	"	"	16,484	3,600	4,000	.22	.20
Alexander Moseley	"	64	"	"	"	15,000	3,300	"	.22	.20
"	"	65	"	"	"	15,000	3,300	"	.22	.20
"	"	66	"	"	"	14,296	3,100	"	.22	.21
West Boston Savings Bank	"	pt. 86	"	"	"	5,620	1,100	4,000	.20	.18
"	"	" 89	"	"	"	5,255	1,100	4,000	.20	.16 $\frac{2}{3}$
"	"	" 90 & 93	"	"	"	6,611	1,300	4,200	.18	.18
Clarence A. Dorr	"	96	"	"	"	12,818	2,300	"	.18	.18
David Bursley	"	98	"	"	"	7,718	1,500	4,200	.20	.20
Estimated total cost	"	"	"	"	"	588,475	\$78,700	\$20,400	"	"

Bonded.
Bonded.
Bonded.

CITY POINT BATTERY. — Assessors' Valuation, 1875.

OWNERS.	No.	STREET.	VALUATION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
Manning Dean & Russ.	...	E. side Q.	\$3,200	{ 30,875 16,535	\$3,000 200	....	.10 .00½	.08 .00½	
Samuel H. Russell (trustee)	...	N. side Broadway	2,600	160,715	1,600	....	.01	.00½	
"	...	S. " ....	....	93,753	1,000	....	.01	.00½	
Patrick Holly	...	" "	11,700	29,487	11,700	....	.40	.30	
Walter Smith	...	N. side Fourth.	17,900	7,500	3,700	5,000	.50	.40	
"	...	" "	15,187	6,000	1,500	.40	.35	
"	...	" "	61,413	1,200	500	.02	.01	
Henry W. Nelson	...	S. "	19,500	7,500	3,000	3,200	.40	.40	
"	...	" "	33,027	6,700	500	.20	.20	
"	...	" "	23,062	4,600	....	.20	.15	
"	...	" "	148,314	1,500	....	.01	.00½	
Robert Scott	...	" side Fifth	9,800	66,624	6,800	....	.20	.10	
"	...	" "	114,360	1,200	....	.01	.00½	
"	...	" "	31,440	200	....	.00½	.00½	
"	...	" side Sixth	....	161,850	1,600	....	.01	.00½	
Estimated total cost	\$64,700	1,002,342	\$54,000	\$10,700	....	....

EAST BOSTON PARK, — Assessors' Valuation, 1875.

OWNERS.	No.	STREET.	VALUA- TION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
East Boston Company	West Wood Island	\$64,300	556,000	\$28,300	\$300	.05	.05	
"	E. side Eastern Railroad . . . . .	. . . . .	652,500	19,575	. . . .	.03	.00½	
"	"	661,250	13,225	. . . .	.02	.00½	
"	"	1,437,480	2,900	. . . .	Running Feet. 4.00	Running Feet. 1.10	
Estimated total cost	\$64,300	3,307,230	\$64,000	\$300			

BRIGHTON PARK. — Assessors' Valuation, 1875.

OWNERS.	No.	STREET.	VALUATION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
Horace Pierce	E. side Union	\$39,390	10,000	\$1,500	\$1,800	.15	.03	
"	S. " Washington . . . . .	...	21,780	3,200	2,500	.15		
"	" "	762,314	30,090	200	.04		
James Dana	" "	14,200	59,895	4,800	3,800	.08	.05	
"	" "	59,895	4,800	800	.08	.05	
Horace W. Jordan	" "	9,800	163,350	9,800	...	.06	.04	
John Learned	" "	7,800	50,000	6,000	1,800	.12	.10	
Samuel S. Learned	" "	6,100	7,000	900	1,200	.13	.10	
"	" "	8,200	1,000	2,000	.12	.10	
"	" "	10,000	1,000	...	.10	.07	
George A. Wilson	W. " right of way	1,500	45,304	1,500	...	.03	.02 ¹	
Charles Dana	End "	19,890	21,780	1,500	1,600	.07	.02	
"	" "	476,070	14,290	2,500	.03		
Right of way	9,900	...	...	...	...
Catharine C. Dana	S. side Washington	1,500	21,500	1,500	...	.07	.07	
Timothy Corey	" "	2,100	35,000	2,100	...	.06	.05	
Francis Hunnewell	N. side Englewood ave	35,180	710,204	28,48004	.02	

PARK COMMISSIONERS.

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PARK COMMISSIONERS.

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RESERVOIR LOTS.—Assessors' Valuation, 1875.

OWNERS.	No.	STREET.	VALUA- TION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
Rebecca Brown (heirs)	S. W. cor. South and private way	\$12,000	261,360	\$12,000	. . . .	.05	.03	
Private way	12,400	. . . .	. . . .	. .	. .
Sally Munroe	S. side South	6,500	65,340	6,500	. . . .	.10	.07	
Geo. A. Wilson	" "	7,600	76,230	7,600	. . . .	.10	.07	
Fairfield Gilbert	" "	13,400	20,000	2,500	3,300	.12½	.08	
"	" "	76,572	7,600	. . . .	.10	.08	
Theodore Munroe	Junc. Chestnut Hill ave. . . .	13,000	119,790	13,000	. . . .	.11	.09	
Andrew J. Munroe (heirs)	W. side "	12,000	103,455	12,000	. . . .	.11	.09	
William White	" "	15,000	20,000	2,000	3,000	.10	.08	
"	" "	100,000	10,000	. . . .	.10	.08	
Estimated total cost	\$79,500	855,147	\$73,200	\$6,300			

JAMAICA PARK, — Assessors' Valuation, 1875.

OWNERS.	No.	STREET.	VALUATION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
N. G. Manson	N. side Pond	\$27,200	70,631	\$21,200	\$6,000	.30	.30	
Elven D. Hall	" "	930	3,100	930	. . . .	.30	.30	
James L. Gorham	W. " Lakeville place	29,750	87,000	21,750	8,000	.25	.22½	
Lakeville place	9,600	. . . .	. . . .	. . .	. . .
S. R. Spaulding (heirs)	W. side Lakeville place	41,800	87,120	21,800	20,000	.25	.22½	
Thomas W. Seaverns	E. " "	2,672	9,900	2,672	. . . .	.27	.22½	
Roland Winslow	W. " "	19,000	42,000	10,500	8,500	.25	.22½	
Ella C. Adams	" " Centre	10,950	87,650	10,950	. . . .	.12½	.08¾.12½	
Joseph H. Curtis	" " "	20,188	126,175	20,188	. . . .	.16	.08¾.12	
Geo. S. Curtis	" " "	48,910	305,690	48,910	. . . .	.16	.08¾.12	
Edward N. Perkins	S. " Perkins	81,600	566,230	56,600	25,000	.10	.08½	
Jamaica Pond Aqueduct Co.	" " "	1,800	5,610	600	1,200	.10	.10	
Quincy A. Shaw et al. (trustees)	" " "	2,000	50,000	2,000	. . . .	.04	.04	
Samuel B. Rindge	Corner of Princee	26,400	156,816	19,600	6,800	.12½	.12½	
Francis Furkman	E. side "	24,300	135,000	16,800	7,500	.12½	.12½	
Phineas B. Smith	" " "	27,900	100,000	12,400	15,500	.12½	.12	
Robert M. Morse, Jr. (trustee)	" " "	17,100	108,900	8,100	9,000	.07½	.07½	

PARK COMMISSIONERS.

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Thomas B. Frothingham	"	27,500	145,000	16,500	11,000 .	.11½
Clarissa and Clara F. Pierce	Corner of Pond	9,600	30,000	5,100	4,500	.16½
Charles Brewer	N. side Pond	9,900	59,380	9,900	. . . .	.15
Abigail L. Seaver	W. " Moreland place	4,000	10,000	1,500	2,500	.12½
William Seaver (heirs)	" "	4,100	11,000	1,600	2,500	.12½
Joseph Lyman (heirs)	" "	19,500	87,120	13,000	6,500	.15
Moreland place . . . . .	. . . . .	. . . .	6,000	. . . .	. . . .	. . .
Prescott and Palmer	Corner Pond	42,200	98,675	24,600	17,600	.25
		\$499,300	2,398,647	\$847,200	\$152,100	
Estimated cost of Park area		\$477,000	2,281,207	\$824,900	\$152,100	
Estimated cost of new streets adjoining		22,300	117,440	22,300	. . . .
Estimated total cost		\$499,300	2,398,647	\$847,200	\$152,100	

WEST ROXBURY PARK. — Assessors' Valuation, 1875.

OWNERS.	No.	STREET.	VALUATION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
Lucius M. Sargent (heirs)	...	S. side Seaver	\$201,000	43,560	\$8,700	\$10,000	.20	.15	
"	...	"	...	21,780	4,400	200	.20	.15	
"	...	"	...	43,560	8,700	10,000	.20	.15	
"	...	"	...	1,539,940	159,000	...	.10	.08	
Cornelius M. and Thos. M. Vinson	...	"	82,900	809,188	80,900	2,000	.10	.08	
Geo. Billings	...	Cor. Blue Hill ave.	30,000	154,240	17,000	...	.11	.08	
"	...	W. side Blue Hill ave.	...	20,000	4,000	9,000	.20	.08	
Sarah Parker	...	"	11,800	130,680	11,800	...	.09	.07½	
Henry B. Williams	...	"	58,500	764,640	53,500	...	.07	.06	
"	...	S. side Glen road	...	63,000	5,000	...	.08	.07	
Geo. Billings (trustee)	...	N. W. cor. Blue Hill ave.	18,200	65,000	8,400	...	.13	.06	½ Bonded.
"	...	S. W. "	...	98,350	9,800	...	.10	.09	½ Bonded.
Jacob Foster (mortgagee in poss'n)	...	N. side Glen road	81,500	96,200	4,800	...	.05	.04	
"	...	"	...	514,600	25,800	...	.05	.04	
"	...	S. side "	...	43,560	2,200	3,000	.05	.04	
"	...	Cor. Walnut ave.	...	897,920	44,900	800	.05	.04	
Eliza R. Houghton	...	E. side "	86,000	1,197,763	83,80007	.06½	

PARK COMMISSIONERS.

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WEST ROXBURY PARK — Continued.

OWNERS.	No.	STREET.	VALUA- TION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
<i>Brought forward</i>	\$1,042,300	14,284,390	\$978,600	\$63,700	..	..
James P. Cook	N. side Canterbury	29,900	20,000	2,400	2,000	.12	.03½	
“	“	569,840	22,800	..	.04	..	
“	“	20,000	2,000	700	.10	..	
John Foderi	“	30,600	20,000	2,000	1,700	.10	.02½	Bonded.
“	“	896,850	26,900	..	.03	..	Bonded.
Joseph Morton (heirs)	“ Morton	14,800	421,023	14,800	..	.03½	.03	
Andrew J. Peters	N. E. corner Scarborough	31,100	522,720	23,500	..	.04½	.03½	
“	N. side Walnut . . . . .	..	108,900	7,600	..	.07	.05	
John Galvin	E. side Scarborough	56,900	20,000	2,000	7,000	.10	.08	
“	Junction Walnut . . . . .	..	20,000	1,400	1,500	.07	..	
“	E. side Walnut . . . . .	..	1,266,800	38,000	7,000	.03	.02½	
Joseph P. Ellicott	W. side “	22,400	10,000	1,200	700	.12	..	
“	“	348,113	10,400	..	.03	.03	
“	N. side “ . . . . .	..	20,000	2,600	7,500	.13	..	
Charles H. Estabrook and George W. Lincoln	N. E. corner Forest Hills	33,300	475,142	33,300	..	.07	.05½	
C. W. Dabney (heirs)	E. side Forest Hills	51,800	591,620	41,400	..	.07	.06	
“	“	20,000	2,400	700	.12	.12	

PARKER HILL PARKWAY. — Assessors' Valuation, 1875.

OWNERS.	No.	STREET.	VALUA- TION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
Paul D. Wallis and Ed. S. Rand, jr. (trustees)	S. side Tremont	\$23,505	156,700	\$23,505	. . . .	.15	.15	
Anna Parker (heirs)	W. " Parker	40,180	193,400	38,680	1,500	.20	.20	
Warren Fisher (heirs)	N. " Heath	46,440	82,000	28,700	. . . .	.35	.33½	
"	" "	14,000	5,600	. . . .	.40	.30	
"	" "	40,465	12,140	. . . .	.30	.25	
Isaac Hayden	E. " Fisher ave.	6,875	19,000	6,650	. . . .	.35	.35	
"	W. " "	750	22530	.30	
Estimated total cost	\$117,000	506,315	\$115,500	\$1,500			

PARK COMMISSIONERS.

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JAMAICA PARKWAY. — Assessors' Valuation, 1875.

OWNERS.	No.	STREET.	VALUA- TION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
D. W. Russell	S. side Heath	\$20,000	166,800	\$20,000	. . . .	.12	.12	
Joseph Nickerson	"	13,953	174,475	13,953	. . . .	.08	.08	
Ella M. Smith	N. side Grotto Glen	2,100	30,000	2,100	. . . .	.07	.07	
Charlotte E. Randall (trustee)	End Grotto Glen	24,732	309,156	24,732	. . . .	.08	.08	
Seman Klous	W. side Day	12,000	150,000	12,000	. . . .	.08	.08	
Nelson Curtis	N. side Perkins	4,500	90,000	4,500	. . . .	.05	.05	
Brookline Land Company	S. side Pond avenue	550	11,000	550	. . . .	.05	.05	Bonded.
Joseph Nickerson	N. side Perkins	4,560	114,000	4,560	. . . .	.04	.04	
H. H. Rueter	"	5,600	56,000	5,600	. . . .	.10	.10	
Estimated total cost	\$88,000	1,101,431	\$88,000	. . . .		

BUSSEY FARM PARKWAY.—Assessors' Valuation, 1875.

OWNERS.	No.	STREET.	VALUATION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
Edmund Durgin, Jr.	Cor. Prince and Pond	\$2,550	15,000	\$2,550	...	.17	.17	
Charles Brewer	S. side Pond	11,000	84,000	10,500	\$500	.12½	.12½	
Benj. May	E. side May	1,080	18,000	1,080	...	.06	.06	Bonded.
Mary May	" "	2,240	29,000	1,740	500	.06	.06	
A. Scaverns (heirs)	N. side Centre	11,320	113,200	11,320	...	.10	.10	
Lydia B. Prentice	S. " "	1,250	7,500	1,250	...	.10½	.10½	
Geo. P. Trott	" " "	5,600	18,742	2,800	...	.15	.15	
" " "	" " "	18,549	2,800	...	.15	.12½	
Martin Marsh	" " "	800	5,529	800	...	.15	.15	
Geo. W. Goldsmith	" " "	8,550	12,800	1,280	1,000	.10	.10	
" " "	" " "	209,000	6,270	...	.03	.03	
Robt. F. Seaver, J. C. Kelly and others	W. " Jamaica	9,000	60,000	7,500	1,500	.12½	.10	
Sophia A. Smith	" " "	2,200	88,000	2,200	...	.02½	.02½	
President and Fellows of Harvard College	N. " South	16,600	100,000	10,000	...	.10	.10	
" " "	" " "	220,000	6,600	...	.03	.02½	
Andrew J. Peters	S. " "	15,200	76,000	15,200	...	.20	.20	
Patrick Norton	W. " B. & P. R. R.	2,000	7,000	1,400	600	.20	.20	

HARRISON SQUARE PARKWAY. — Assessors' Valuation, 1875.

OWNERS.	No.	STREET.	VALUA- TION.	ESTIMATED.			RATE PER FT.		REMARKS.
				Feet of Land.	Value of Land.	Value of Buildings.	1875.	1876.	
Old Road	10,000	..	..	..	..
Christopher J. Spenceley	W. side Glen Road	\$900	5,706	\$900	..	.16	.12½	
Malvina M. Williams	" "	900	6,030	900	..	.15	.12½	
Samson D. Whittemore	" "	5,640	35,664	5,640	..	{ .15 .16 }	{ .10 .12½ }	
S. D. Whittemore and O. B. Hall	E. " "	2,400	15,000	2,400	..	.16	{ .10 .12½ }	
Isaac H. Saunders, et als.	S. " Erie ave.	14,250	105,000	13,650	..	.13	.12	
" "	W. " Washington . . . . .	..	2,400	600	..	.25	.12	
Geo. P. K. Walker, et als.	" "	6,450	43,000	6,450	..	.15	.08	
William Faxon (heirs)	" "	6,900	35,000	2,100	..	.06	.04	
" "	" "	40,000	2,800	..	.07	.04	
" "	" "	20,000	2,000	..	.10	{ .06 .08 }	
Edward A. White, et als. (trustees)	E. side "	2,800	11,200	2,800	..	.25	.25	
Richard W. Robinson	" Bowdoin ave.	700	2,800	700	..	.25	.16	
Micajah Pope	" Bowdoin	7,500	25,000	7,500	..	.30	.25	
Edmund P. Tilceston (heirs)	" Washington	5,500	50,000	5,500	..	.11	.10	
Roswell Gleason	" "	2,250	90,000	2,250	..	.02½	.02½	
Eleanor J. W. Baker	N. side Park	5,800	61,000	2,440	..	.04	.03	

**Schedule of Estimated Cost of Park and Parkway Areas
and adjoining new Streets.**

LOCATION.	VALUA- TION.	ESTIMATED.		
		Feet of Land.	Value of Land.	Value of Buildings.
Charles River Embankment	\$510,500	2,930,161	\$448,500	\$62,000
Back Bay Park	878,600	4,280,524	808,300	70,300
Parker Hill Park	112,000	693,800	112,000	. . . .
South Bay Park	404,000	1,769,823	297,700	106,300
Savin Hill Park	99,100	588,475	78,700	20,400
City Point Battery	64,700	1,002,342	54,000	10,700
East Boston Park	64,300	3,307,230	64,000	300
Brighton Park	397,300	7,429,161	359,300	38,000
Reservoir Lots	79,500	855,147	73,200	6,300
Jamaica Park	499,300	2,398,647	347,200	152,100
West Roxbury Park	1,387,100	20,470,648	1,289,500	97,600
Parker Hill Parkway	117,000	506,315	115,500	1,500
Jamaica Parkway	88,000	1,101,431	88,000	. . . .
Bussey Farm Parkway	129,700	1,571,320	125,200	4,500
Harrison Square Parkway	78,500	734,988	78,500	. . . . .
Estimated total cost	\$4,909,600	49,640,012	\$4,339,600	\$570,000



CITY OF BOSTON.

City Document No. 10.

SECOND ANNUAL REPORT OF THE BOARD OF COMMISSIONERS OF THE DEPARTMENT OF PARKS FOR THE CITY OF BOSTON, FOR THE YEAR 1876.

To the Honorable the City Council of the City of Boston: —

Section 15 of the Act of 1875, Chapter 185, entitled "An Act for the laying out of Public Parks in or near the City of Boston," requires that the Board of Park Commissioners "shall annually, in the month of January, make to the City Council of Boston a full report of its doings for the preceding year, including a detailed statement of all their receipts and expenditures."

In accordance therewith the Commissioners have the honor to submit the following report.

The first annual report of the Commissioners, being a report of the progress of the work of selecting lands to be recommended as suitable for public parks, was made to the City Council January 1, 1876. (City Doc. No. 12.)

From that time the public hearings were continued and the preliminary surveys advanced to completion. Almost daily meetings, either in the office or in the field, were held by the Board in the work of examining lands and preparing estimates, and its conclusions were reported to the City Council April 24, 1876, in its Second Report (City Doc. No. 42), in which the proposed locations are described with sufficient accuracy for identifying the same, and schedules given of the estimated expense.

This report was referred to the Joint Standing Committee on Common and Public Grounds, and by it reported on, with a recommendation for an order for a loan of \$4,962,000 "for the purchase or taking of lands for public parks, substantially in accordance with the plan of the Park Commissioners," in Board of Aldermen, June 26, 1876. (City Doc. No. 72.)

On July 3, the City Council referred to this Board a petition of sundry citizens of the Charlestown District in

favor of asking the legislature to authorize the city to take a certain tract of land situated in the city of Somerville, and known as the "Ten Hills Farm," for the purpose of a public park.

On Sept. 25, the Commissioners presented their (Third) Report, covering the subject of the said petition, in which they did not recommend the action on the part of the city as prayed for by the petitioners. (See proceedings of the Board of Aldermen of September 25, 1876.)

On July 10, the Board of Aldermen passed the following order: —

"Ordered, That the report of the Commissioners on Public Parks (City Doc. No. 42) be recommitted to said Commissioners with instructions to bond such tracts of land as they may select for Public Parks, either within the limits already reported by them or elsewhere, and to report the same from time to time to the City Council, specifying the number of acres, the names of the owners, and the estimated expense of the purchase."

Which was concurred in by the Common Council, July 13, and approved by the Mayor, July 17.

The Commissioners presented their (Fourth) Report (City Doc. No. 88) upon the bonding of lands, Oct. 2, 1876, by which it appeared that about 13 per cent. of the area had been bonded. The names of the owners with areas and assessors valuation of same were included in this report.

The Joint Standing Committee on Common and Public Grounds, to which this report was referred, again reported in favor of adopting the plan of the Commissioners, and renewed its recommendation that a loan should be authorized for the purchase of land for Public Parks, with an order for a loan of \$5,000,000 in Common Council, Nov. 9, 1876. (City Doc. No. 97.) After consideration by the Council, the order was refused a second reading, and a motion to reconsider, hoping it would not prevail, laid on the table (see Proceedings of the Common Council of November 16, 1876), and the following order passed: —

"Ordered, That a committee consisting of one member of the Board of Aldermen and two members of the Common Council be appointed to confer with the Park Commissioners, for the purpose of considering the whole subject of Public Parks, and the laws under which their establishment is proposed, and to report their conclusions upon the propriety and feasibility of immediate action as soon as may be practicable."

Which was concurred in by the Board of Aldermen, and approved by the Mayor Nov. 21, 1876.

The Joint Special Committee appointed under this order reported in Common Council Dec. 28, 1876 (City Doc. No.

REPORT OF PARK COMMISSIONERS.

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105), and the report was referred to the next City Government. For the conclusions to which that committee arrived we refer to its report.

A detailed account of the expenses of the department accompanies this report.

Respectfully submitted,

CHARLES H. DALTON,

WM. GRAY, JR.,

CHARLES S. STORROW,

Commissioners.

BOSTON, January 11, 1877.

EXPENDITURES OF THE PARK DEPARTMENT.

Expenditures from January 1, 1876, to April 30, 1876, as per second report	\$3,421 57
Expenditures from April 30, 1876, to January 1, 1877	2,507 84

Total expenditures for the year	\$5,929 41
---	------------

The appropriation for the financial year 1876-7 ending on the 30th day of April next, was	\$5,000 00
Amount expended to January 1, 1877, being nine months of the financial year	2,507 84

Unexpended balance January 1, 1877	\$2,492 16
--	------------

The above amount of \$2,507.84 was expended as follows:—

George F. Clarke, clerk	\$1,350 00
Draftsmen	361 37
Printing	325 35
Clerk-hire in bonding lands	308 00
District telegraph messengers, and distributing plans	45 77
Maps and fixtures	38 35
Stationery	36 49
Washing floors and towels	25 23
Advertising	13 50
Horse-car fares and small supplies	3 78

\$2,507 84





CITY OF BOSTON.

City Document No. 104.

SIXTH REPORT OF THE BOARD OF COMMISSIONERS OF THE DEPARTMENT OF PARKS FOR THE CITY OF BOSTON.

To the Honorable the City Council of the City of Boston: —

The Commissioners of Parks respectfully submit the following

REPORT.

On the 23d day of July the City Council passed the following order: —

IN BOARD OF ALDERMEN, July 23, 1877.

Ordered, That the Treasurer be, and he hereby is, authorized to borrow, under the direction of the Committee on Finance, the sum of four hundred and fifty thousand dollars, for the purpose of purchasing land for a park and streets connected therewith; said money, or so much as may be required, to be expended by the Park Commissioners in the purchase of not less than one hundred acres of land or flats situate within the area bounded by Parker street, Huntington avenue extended in the direction of Tremont and Francis streets, Longwood avenue, Brookline avenue, and the Boston and Albany Railroad, with approaches from Beacon street west of Chester Park, Boylston street extended from Chester Park westerly, and Huntington avenue extended, — the land or flats so to be purchased shall be located with special reference to the improvement of the sewerage of the city.

Said park to be of such shape as not to require other adjoining lands to make it symmetrical, and to be bounded on all sides by public avenues to be taken from the land purchased; the price to be paid for said lot not to exceed ten cents per superficial foot.

Passed in Common Council; yeas 57, nays 10. Came up for concurrence. Read and concurred; yeas 9, nays 3.

Approved by the Mayor, July 23, 1877.

Acting under the special authority and instructions contained in the foregoing order, the Commissioners proceeded to examine and survey the territory designated, and to open negotiations for the purchase of lands. It was evident that the whole of the region within the prescribed limits should be studied with reference to the economical use of the land for streets and building purposes, and the relation of the

same to the park itself. The plotting of the adjoining territory, as shown by the accompanying map, has been done under the advice and with the encouragement of the Board of Street Commissioners, and, wherever the rights of the Commonwealth were concerned, after consultation with the State Board of Land Commissioners. These locations for streets are, nevertheless, only offered as suggestions, and are not binding upon any parties in interest. It is not assumed that this plan will prove to be the best that can be made, either in regard to the general requirements of the region or in its relation to the park, and it is not unlikely that changes and improvements may suggest themselves when the details shall receive attention from the department having them in charge. It was also necessary to consider what disposition should be made of the waters of Stony Brook and Muddy river, which now are discharged into the Back Bay. These streams should be diverted from their present courses and conducted into Charles river; but all sewerage which they now receive should be otherwise provided for.

In relation to the former, the City of Boston, by annexation, acquired the rights which the City of Roxbury had by an indenture made the 28th day of December, 1864, by and between the said City of Roxbury and the Boston Water Power Company, and recorded with Suffolk Deeds, lib. 852, fol. 265, in which the Boston Water Power Company granted the right to lay out, construct, and maintain the necessary drainage through the lands of the said Boston Water Power Company from the Roxbury line to Charles river.

By act of the Legislature, chap. 267, of the year 1872, the town of Brookline and the City of Boston were empowered to divert the waters of Muddy river so as to make them flow in a more direct line to Charles river, through the lands of any person or corporation as they shall adjudge to be necessary for the public convenience or the public health. It is for the interests of the town and city that united action should be taken at once, as authorized by the act.

Feasible routes to Charles river are indicated on the map, but the execution of the work belongs to another department of the government more competent to decide upon the details than this. It is recommended that the subject receive early attention, both for sanitary reasons and to facilitate the improvement of the park and adjacent territory.

The conditions contained in the order compelled the Commissioners to proceed in the work of securing land in a peculiar manner. It could only be obtained by actual pur-

chase, at no higher price than ten cents per square foot. It was held by various owners, corporate and individual, some non-residents, in some instances by trustees and guardians, and in others the estates were involved in legal complications. The peculiar forms of many of the smaller estates increased the difficulty of adjusting the boundaries of a park to the common advantage of public and private interests. These difficulties could not be overcome unless the owners were prepared to coöperate in carrying out the scheme as proposed in the order. The Commissioners are gratified to report that, with unimportant exceptions, such has been the case, and that the owners have met them in a liberal spirit. The requirements of the order have been complied with, so far as the work has progressed, with the addition of some features which will increase the value of the adjacent lands and the accessibility of the park, and the future sanitary condition of the city.

ENTRANCES.

Beacon Entrance, 300 feet wide, opens from Beacon street, near the sluice-ways, 610 feet west of West Chester park; joins

Commonwealth-avenue Entrance, thence to and over the Boston & Albany Railroad by a bridge, into the park, a length, from Beacon street to the park, of 900 feet.

If the waters of Charles river should be used in the basin of the park, the route of the connecting canal will be through this entrance. The order does not authorize the extension of the Beacon Entrance to Charles river, as contemplated in the Commissioners' plan of 1876. It is recommended that this addition be made as a valuable part of the scheme.

Boylston Entrances are by Boylston street extended, which street crosses the park to Brookline avenue.

Westland Entrance opens from Parker street, opposite a new street 80 feet wide, leading from West Chester park, named Westland avenue, the lands for which, as the Commissioners are advised, are given to the city in consideration of the location of this fine entrance, with a width of 300 feet on Parker street, and increasing to 500 feet at the park boundary.

Huntington Entrance is at the junction of Huntington avenue and Parker street; is 200 feet wide and 400 feet long.

Parker-Hill Entrance opens from Huntington avenue, op-

posite Bumstead lane; has an average width of 200 feet, and is 900 feet long.

Longwood Entrance opens from Brookline avenue, opposite Maple avenue; is 200 feet wide and 950 feet long.

The Road surrounding the park is laid out 50 feet wide, and will be, with its chief approaches, over two and one-half miles long. Upon this road, at convenient intervals, the streets of the adjacent territory will open, or, in other words, these streets will radiate from the park. This road will supply a frontage for dwellings, with great varieties of exposure and park views, conditions which appear to be especially adapted to the tastes of the citizens of Boston.

THE PARK.

The Park proper, as figured in the accompanying map, is located within the limits prescribed by the order. Beginning on the southerly side of the Boston & Albany Railroad, with a width of 400 feet, it widens thence at angles of about 45 degrees to the eastern and western Boylston-street Entrances, and at these points reaching its greatest width of 1,450 feet. The eastern boundary extends southerly from Boylston street, parallel to and distant from Parker street, 216 feet, crossing the Westland Entrance to Huntington Entrance, 2,400 feet; thence by a curved line of about 650 feet radius, to Parker-Hill Entrance, 1,500 feet; thence by a curved line of about 1,700 feet radius, to Longwood entrance, 1,300 feet; thence by a serpentine line to the western Boylston-street Entrance, 2,750 feet. The area within these lines is 90 acres; the longest straight line within the park and entrances is from Huntington avenue to the Boston & Albany Railroad, 4,700 feet, or nearly one mile.

Commonwealth avenue has been completed during the past season to West Chester park. It will be observed that from this point the direction of the avenue has been changed from a straight line, as shown upon the joint plan of the State Board of Land Commissioners, the City of Boston, and the Boston Water Power Company, dated Dec. 6th, 1864, and is deflected to the point of junction of Beacon street with Brookline and Brighton avenues. An agreement to this change has been made by formal instruments, by the parties in interest above-named, and approved by the Governor and Council.¹

By this change the avenue is brought into better relations

¹ See Appendix A and B.

with thoroughfares already existing, and can be continued, as required, through Longwood, on the Beacon-street line. The expense of heavy filling, and a costly bridge over the Boston and Albany Railroad, will be avoided, and the contiguous lands more economically used for building purposes.

The volume of business traffic and pleasure-driving now concentrated on the narrow mill-dam, is a source of constant and increasing danger and inconvenience, and suggests the necessity of relief by the early completion of Commonwealth avenue.

The Commissioners regret that they are not prepared to report the final completion of their work under the order at this time. The delay has occurred not from any insurmountable obstacles, but from the novelty of the negotiations; the intricacy of surveys of an unimproved region, much of it being under water, containing estates whose limits in many cases have never been accurately defined by permanent monuments, and from other temporary causes beyond the immediate control of parties in interest. The examination of titles has also proved to be an intricate and laborious task.

For the purpose of facilitating the completion of the purchases the City Council passed the following order:—

IN BOARD OF ALDERMEN, December 24, 1877.

Whereas, The Park Commissioners were authorized by an order of the City Council, approved by the Mayor on the 23d day of July, 1877, to purchase not less than one hundred acres of land or flats on the Back Bay, in the City of Boston, as appears by said order, and whereas the tract of land selected by the Park Commissioners is owned in parcels by a large number of persons and corporations, and it is found impracticable to complete the examinations of the titles and pass the deeds, and complete the purchase of all said lands simultaneously, it is hereby

Ordered, That the Park Commissioners be, and they are hereby authorized to complete the purchase of any part or parts of the said tract upon the terms provided in the said order, at such times as they shall deem expedient.

Passed in Common Council. Came up for concurrence. Read and concurred.

Approved by the Mayor December 24, 1877.

Conformably to the above order, of the $106\frac{115}{1000}$ acres comprised in the park, the deeds have been passed and the money has been paid for 2,763,832 square feet, or $63\frac{448}{1000}$ acres. A deed has also been passed conveying about 20 acres to the city, which will be paid for when the examination of the title can be completed. The Commissioners hold the owners' bonds for deeds for 19 acres, and a recorded vote of the Trustees of the Eliot School Fund, agreeing to sell $2\frac{353}{1000}$ acres, making in all about 105 acres, leaving less

than one acre, which is owned by eight persons, for seven-eighths of which no papers have yet been obtained, and one undivided sixth interest in another small parcel, which cannot be secured until a trustee is appointed.

Respectfully submitted,

CHARLES H. DALTON,	} <i>Commissioners.</i>
WM. GRAY, JR.	
CHARLES S. STORROW,	

Boston, December 29, 1877.

APPENDIX A.

[COPY.]

This agreement, entered into by and between the Commonwealth of Massachusetts, acting by its Board of Land Commissioners, and the Boston Water Power Company, a corporation organized and existing under the laws of the Commonwealth of Massachusetts, Witnesseth:—

That it is hereby mutually agreed that the direction of Commonwealth avenue westerly from West Chester park, in the city of Boston, shall be deflected and changed from a straight line, as shown on a plan hereto annexed, dated June 1, 1877, a duplicate copy of which is filed with said Board of Land Commissioners, and that otherwise all the rights and obligations of the contracting parties hereto, as to said avenue, shall be and remain the same as though the direction of said avenue was not changed as herein provided.

In witness whereof, the said Commonwealth of Massachusetts, by its said Commissioners, has signed and sealed these presents, this nineteenth day of December, in the year of our Lord eighteen hundred and seventy-seven.

WILLARD P. PHILLIPS, [Seal.]

EDW'D C. PURDY, [Seal.]

HORACE C. BACON, [Seal.]

Land Commissioners.

Signed, sealed, and delivered)
 in presence of)
 FRED'K ABBOTT.

BOSTON WATER POWER COMPANY,

By

JAMES S. WHITNEY, *President.* [Seal.]W. B. BROWN, *Treasurer.*

SUFFOLK, ss.

BOSTON, December 19, 1877.

Then personally appeared the within named Edward C. Purdy and acknowledged the foregoing instrument to be the free act and deed of this Commonwealth.

Before me,

DAVID PULSIFER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

IN COUNCIL, December 21, 1877.

Approved.

HENRY B. PEIRCE, *Secretary.*

[SEAL.]

APPENDIX B.

[COPY.]

Know all Men by these Presents, That the Commonwealth of Massachusetts, acting by its Board of Land Commissioners, in consideration of one dollar to said Commonwealth paid by the city of Boston, the receipt whereof is hereby acknowledged, and in further consideration of the laying out by the city of Boston of a Public Park on the Back Bay, does hereby grant, convey, and release unto the said city of Boston, its successors and assigns, so far as said Commonwealth has any right or interest therein, the right to locate, lay out, have, hold, enjoy, and maintain forever, in accordance with law, a Public Park, and all the Parkways shown on an outlined plan hereto annexed, a duplicate copy whereof is filed with said Board of Land Commissioners; hereby waiving any rights said Commonwealth may have therein, under any provisions in any indentures heretofore made between said Commonwealth of Massachusetts and the Boston Water Power Company, in relation to any part of the lands included within the limits of said Park and Parkways.

In witness whereof, the said Commonwealth of Massachusetts, by its said Commissioners, has signed and sealed these presents, this nineteenth day of December, in the year of our Lord eighteen hundred and seventy-seven.

WILLARD P. PHILLIPS, [Seal.]

EDW'D C. PURDY, [Seal.]

HORACE C. BACON, [Seal.]

Land Commissioners.

Signed, sealed, and delivered }
 in presence of }
 FRED'K ABBOTT.

SUFFOLK, ss.

BOSTON, December 19, 1877.

Then personally appeared the within named Edward C. Purdy and acknowledged the foregoing instrument to be the free act and deed of the Commonwealth.

Before me,

DAVID PULSIFER,
Justice of the Peace.

REPORT OF PARK COMMISSIONERS.

9

COMMONWEALTH OF MASSACHUSETTS.

IN COUNCIL, December 21, 1877.

Approved.

HENRY B. PEIRCE, *Secretary*.

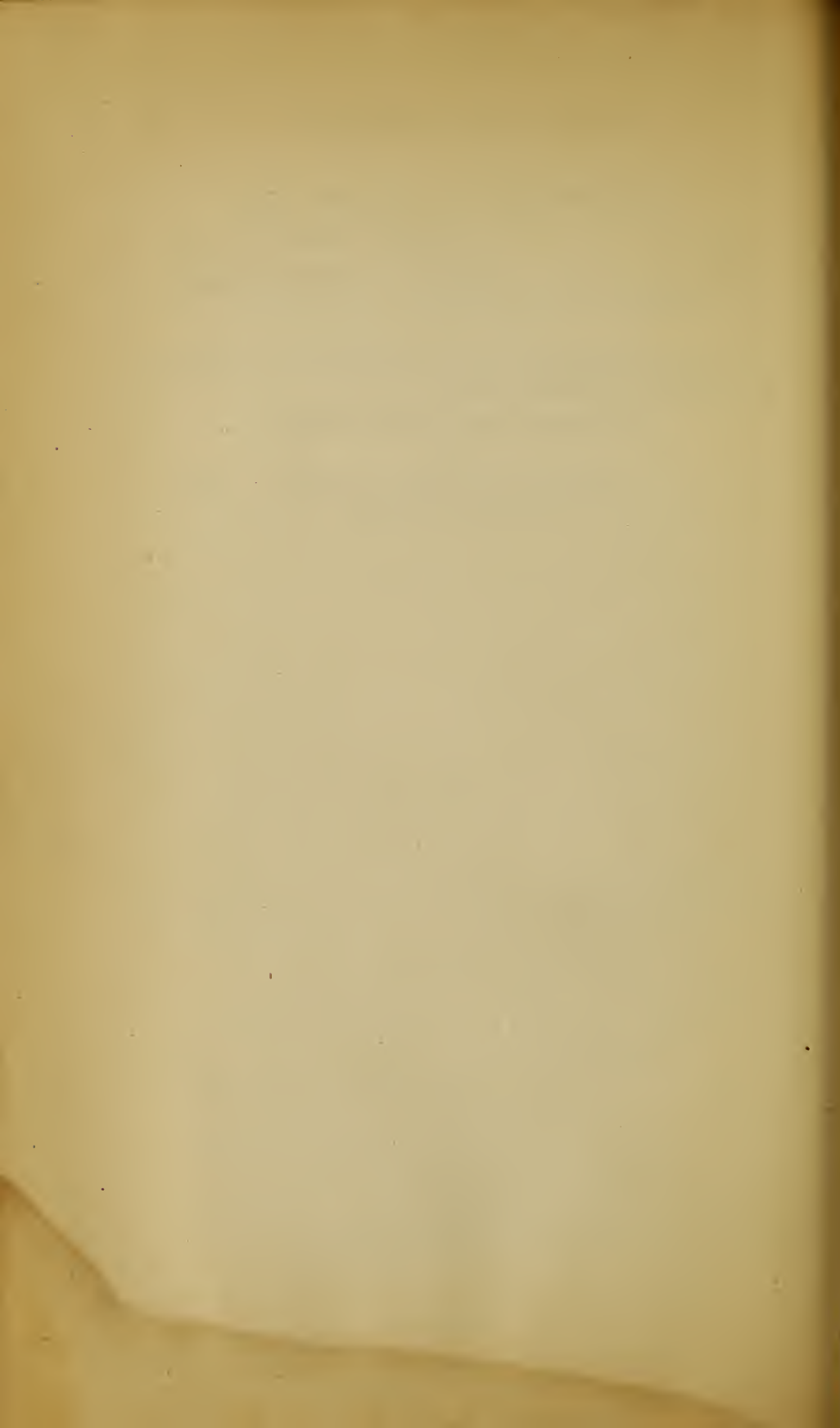
[SEAL.]

The Boston Water Power Company hereby assents to the foregoing release to the city of Boston.

THE BOSTON WATER POWER COMPANY,

By

JAMES S. WHITNEY, *President*. [Seal.]W. B. BROWN, *Treasurer*.



[DOCUMENT 16 — 1878.]

CITY OF



BOSTON.

THIRD ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS OF THE
DEPARTMENT OF PARKS,

FOR THE CITY OF BOSTON,

FOR THE YEAR 1877.

To the Honorable the City Council of the City of Boston:—

Section 15 of the act of 1875, chapter 185, entitled "An Act for the laying out of Public Parks in or near the City of Boston," requires that the Board of Park Commissioners "shall annually, in the month of January, make to the City Council of Boston a full report of its doings for the preceding year, including a detailed statement of all their receipts and expenditures."

For a full account of what has been done the past year the Commissioners would respectfully refer to their report dated December 29, 1877, City Document No. 104.

This Board was authorized by the following order to purchase $103\frac{3}{10}$ acres of land, at a cost not exceeding 10 cents per square foot.

IN BOARD OF ALDERMEN, July 23, 1877.

Ordered, That the Treasurer be, and he hereby is, authorized to borrow, under the direction of the Committee on Finance, the sum of \$450,000 for the purpose of purchasing land for a park and streets connected therewith; said money, or so much as may be required, to be expended by the Park Commissioners in the purchase of not less than 100 acres of land or flats situate within the area bounded by Parker street, Huntington avenue extended in the direction of Tremont and Francis streets, Longwood avenue, Brookline avenue, and the Boston & Albany Railroad, with approaches from Beacon street west of Chester park, Boylston street extended from Chester park westerly, and Huntington avenue ex-

tended, — the land or flats so to be purchased shall be located with special reference to the improvement of the sewerage of the city.

Said park to be of such shape as not to require other adjoining lands to make it symmetrical, and to be bounded on all sides by public avenues to be taken from the land purchased.

The price to be paid for said lot not to exceed 10 cents per superficial foot.

Passed, in Common Council, yeas 57, nays 10. Came up for concurrence. Read and concurred, yeas 9, nays 3.

Approved by the Mayor, July 23, 1877.

On making the final measurements it was found that $106\frac{11.5}{1000}$ acres had been secured. and as in our opinion no part of this can well be dispensed with, we respectfully ask for a further appropriation of \$13,000 to pay for the excess of $2\frac{81.5}{1000}$ acres; this is comprised in a part of the Longwood Entrance as shown on the plan of the Back Bay park accompanying our last report.

We would also recommend that authority be given to purchase, at not exceeding 10 cents per square foot, the land between Beacon street and Charles river opposite the Beacon Entrance as shown on the plan, thus continuing that entrance 300 feet in width to the river.

We have reason to believe that with this authority we can make a satisfactory arrangement with the Boston and Roxbury Mill Corporation, which owns the land. The amount required will probably not exceed \$3,000.

In the Second Report of this Board, dated April 24, 1876, (City Doc. No. 42), the Commissioners recommended that the Austin Farm be placed in their possession for the purpose of a nursery. They say: —

Whether the present City Council shall decide to authorize the taking of lands under the Park Act, or leave the subject to its successors, it is the opinion of the Commissioners that no time should be lost in preparing material for plantations. Large supplies of trees and shrubs for borders of streets and park-ways and the planting of parks will be required in the early stages of the work, which should be grown in quantities from seeds or young plants, by the city, at a minimum cost, instead of being purchased in the markets. Material so produced will be thoroughly acclimated, and will show better results immediately and permanently than when grown in distant and various localities. The Austin Farm, containing 50 acres, the property of the city, adjoins the West Roxbury location, and is well adapted for the purpose mentioned.

The Commissioners again recommend that a portion of the Austin Farm, to be used as a nursery for trees, plants, and shrubs, be placed under their control, as the preparatory work should be entered upon at the earliest practical moment.

The examination of titles and boundaries has been con-

REPORT OF PARK COMMISSIONERS.

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tinued and will be completed as soon as possible. When the requisite surveys and measurements shall have been made, estimates of the cost of filling the surrounding road and such portions of the park as will require to be filled will be submitted.

A detailed account of the expenses of the department accompanies this report.

Respectfully submitted.

CHARLES H. DALTON,
WM. GRAY, JR.,
CHARLES S. STORROW,
Commissioners.

BOSTON, January 28, 1878.

EXPENDITURES OF THE PARK DEPARTMENT.

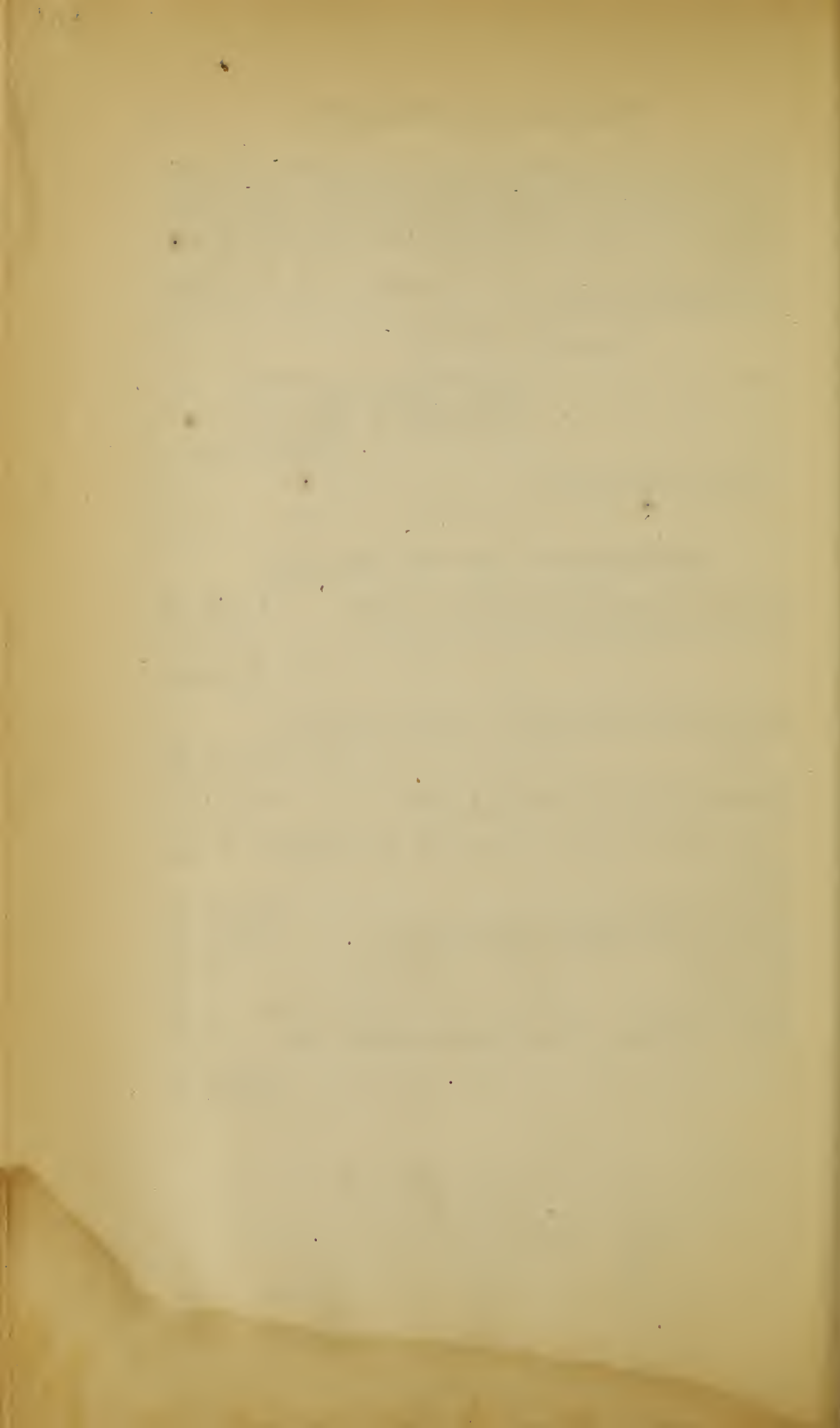
Balance of appropriation January 1, 1877 . .	\$2,492 16
Amount appropriated December 24, 1877 . .	3,000 00
	<hr/>
	\$5,492 16

Expenditures from January 1, 1877, to January 1,
1878 \$3,444 68

Balance unexpended January 1, 1878 . . \$2,047 48

The above amount of \$3,444.68 was expended as follows: —

Salary of clerk	\$1,162 50
Engineer and assistants, expenses, etc. . .	2,244 86
Stationery	12 10
Printing	5 82
Maps and plans	8 50
Office expenses — washing floors and towels, etc.	10 90
	<hr/>
	\$3,444 68



[DOCUMENT 15 — 1879.]

CITY OF



BOSTON.

FOURTH ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS OF THE
DEPARTMENT OF PARKS,

FOR THE CITY OF BOSTON,

FOR THE YEAR 1878.

To the Honorable the City Council of the City of Boston: —

Section 15 of the Act of 1875, Chapter 185, entitled "An Act for the laying out of Public Parks in or near the City of Boston," requires that the Board of Park Commissioners "shall annually, in the month of January, make to the City Council of Boston a full report of its doings for the preceding year, including a detailed statement of all their receipts and expenditures."

In accordance therewith the Commissioners have the honor to submit the following report: —

FINANCIAL STATEMENTS.

I.

Receipts and Expenditures of the Department for the year 1878.

BACK BAY PARK LAND ACCOUNT.

Loan authorized by City Council of 1877, by order approved			
July 23, 1877	.	.	\$450,000 00
Additional appropriation by order of Feb. 26, 1878	.	.	16,000 00
			<u>\$466,000 00</u>

EXPENDITURES.

Payment for land purchased Dec. 29, 1877 . . .	\$276,383 20	
Amount paid for land purchased in 1878 . . .	154,009 00	
Balance unexpended, Dec. 31, 1878 . . .	35,607 80	
		<u>\$466,000 00</u>

BACK BAY PARK CONSTRUCTION ACCOUNT.

Appropriation by City Council, approved Feb. 12, 1878 . . .	\$25,000 00	
Appropriation by City Council, approved July 3, 1878 . . .	25,000 00	
		<u>\$50,000 00</u>

The expenditures from this appropriation on this account to Dec. 31, 1878, have been as follows:—

Filling.

Paid cartmen for 13,191 squares filling @ \$2.50 . . .	\$32,978 04	
Grading — Paid foreman and laborers . . .	\$3,806 84	
Teams	156 00	
		<u>3,962 84</u>
Superintendence and measuring filling . . .	2,139 50	
Engineering on account filling . . .	168 00	
Portable buildings for shelter, tools, etc.—materials . . .	\$147 51	
Labor	82 91	
		<u>230 42</u>
Wooden culverts under park entrances and road — materials . . .	\$208 81	
Labor	164 50	
		<u>373 31</u>
Printing	204 67	
Tools and implements	162 40	
Advertising on account filling . . .	133 40	
Superintendent's expenses and small items	102 32	
Stationery	31 94	
		<u>\$40,486 84</u>

Engineering.

Surveys for land purchases and boundaries	\$2,237 00	
Expenses on account land surveys . . .	55 57	
		<u>\$2,292 57</u>

Plans and Designs.

Hydrographic surveys	\$115 00	
Expenses on account hydrographic surveys	67 10	
Advertising on account plans and designs	127 83	
Drafting	44 50	
Mounting plans	19 75	
		<u>\$374 23</u>
Balance unexpended, Dec. 31, 1878 . . .	\$6,846 36	
		<u>\$50,000 00</u>

PARK COMMISSIONERS' REPORT.

3

DEPARTMENT APPROPRIATION.

Balance of department appropriation, Dec. 31, 1877	\$2,047 48
Amount of department appropriation for the financial year 1878-79	6,000 00
	<u>\$8,047 48</u>

The expenditures from this appropriation from Jan. 1 to Dec. 31, 1878, were as follows:—

Office and General Expenses.

Salary of clerk	\$1,637 50	
Printing, including map of 6th report	469 86	
Office boy	236 00	
Stationery	64 38	
Maps and plans	10 75	
Washing windows and towels	3 63	
	<u> </u>	\$2,422 12

Engineering.

Surveys for land purchases and boundaries	\$717 33	
Expenses on account land surveys	74 35	
	<u> </u>	\$791 68

Plans and Designs.

Hydrographic surveys	\$394 12	
Expenses on account hydrographic surveys	76 22	
Prize for park plan	500 00	
Landscape architect's services	1,000 00	
	<u> </u>	\$1,970 34
Balance merging end of financial year, 1877-78	7 37	
Balance unexpended, Dec. 31, 1878	\$2,855 97	
	<u> </u>	<u>\$8,047 48</u>

PARK NURSERY, AUSTIN FARM.

Appropriation by City Council, approved July 31, 1878	<u>\$2,000 00</u>
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No payments have been made on this account during 1878.

INCOME.

Received from sale of marsh grass and paid to City Collector on account city income	<u>\$47 75</u>
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II.

Summary of Receipts and Expenditures on account of Back Bay Park Construction from July 23, 1877, to Dec. 31, 1878.

RECEIPTS.

Balance of general appropriation for Park Department of 1876-7, carried forward by Auditor to 1877-8	\$2,159 92	
Appropriation for Park Department, Dec. 4, 1877	3,000 00	
	<u>\$5,159 92</u>	
Less balance merging 1877-8	7 37	
		<u>\$5,152 55</u>
Special appropriations, 1878		50,000 00
General appropriation for Park Department, 1878-9		6,000 00
		<u>\$61,152 55</u>

DISBURSEMENTS.

Filling	\$40,486 84	
Engineering	5,324 11	
Plans and designs	2,344 57	
Office and general expenses	3,294 70	
Balance unexpended Dec. 31, 1878	<u>9,702 33</u>	
		<u>\$61,152 55</u>

III.

Receipts and Disbursements of the Department from the Organization of the Board, Oct. 8, 1875, to Dec. 31, 1878.

The total receipts, less income and balances merging, which return to the city as revenue, were \$537,402 01

The total expenditures to Dec. 31, 1878, were as follows:

On account general plan of parks	\$8,249 46	
Back Bay Park land account	430,392 20	
Back Bay Park construction account	51,450 22	
Balance unexpended Dec. 31, 1878	<u>47,310 13</u>	
		<u>\$537,402 01</u>

PARK COMMISSIONERS' REPORT.

5

BACK BAY PARK.

The purchase of the lands selected for the Back Bay Park is completed, with the exception of the following parcels:—

Alex. S. Porter	34,852 sq. ft.	\$3,485 20
Geo. A. Simmons (Tr.) and Geo. B. Blake (Gdn.)	3,482 "	348 20
Frederick Ayer	66,255 "	6,625 50
William Thompson Heirs	39,853 "	3,985 30
Boston Water Power Company and others	173,897 "	17,389 70
Boston and Roxbury Mill Corporation, a portion being in the sluiceways, and not to be paid for,	57,397 "	3,000 00
	<hr/> 375,736 "	<hr/> \$34,833 90

The Commissioners are advised that it is desirable to make a formal taking, as provided in the Act, of the lands within the Back Bay Park, so called, to confirm titles, and they therefore recommend the passage of an order authorizing them to do so, which order will also enable them to take the above-mentioned parcels not yet deeded to the city.

PARK FILLING.

The following table prepared by the City Surveyor represents the superficial area now filled to the grade designated:—

Boylston entrance	20,276 sq. ft.	Average grade, 14.0
Westland "	88,800 "	" " 15.8
Parker Hill "	70,750 "	" " 16.0
Longwood "	130,600 "	" " 14.9
	<hr/> 310,426 "	
Park road, south of Boylston entrance	94,000 sq. ft.	" " 15.3
Park road, between Parker Hill and Longwood entrances	57,200 "	151,200 " " 14.5
	<hr/> 461,626 "	
Total filled		

The amount of material received from Parker Hill and other sources, aggregating over 100,000 loads, is 105,528 cubic yards, or 13,191 squares, and that received from the Health Department is 57,000 loads, estimated to be 88,664 cubic yards, or 11,083 squares; a total of 194,192 cubic yards, or 24,274 squares.

About 9,000 squares of earth have been taken from the bank at Parker Hill, and there is about the same amount of material remaining available for park filling.

The filling of the park road parallel to Parker street, having reached a point opposite the outlet of Stony Brook, a bridge was constructed from estimates and plans furnished by the City Engineer, and built under the supervision of that department at a cost of \$592.80.

PLANS FOR THE IMPROVEMENT OF BACK BAY PARK.

Early in the year the Commissioners offered a prize of \$500 for a plan for the improvement of the Back Bay Park.

Some twenty plans were received, many of which had but little merit, while several were evidently the result of much study and professional skill. The prize was awarded to Mr. Hermann Grundel.

Had the location been an ordinary tract of country, it would have been easy to have selected from these plans several sufficiently satisfactory for the purpose; but the unusual conditions involved by a tidal flow on the one hand and the surface drainage of an extensive water-shed on the other, *via* Stony Brook, presented difficulties which were not fully met by any plan offered. The Commissioners think it proper to say, in justice to the authors of these plans, that they did not themselves fully appreciate these difficulties at the time, and, therefore, are not surprised at the failure of the plans in these particulars, especially as they have found the perplexities to grow more formidable as progress is made in the study of the premises.

The Commissioners have called to their aid Mr. Fred. Law Olmsted as Landscape Architect Advisory, and Mr. Joseph P. Davis, City Engineer, to whom they have committed the professional questions involved in the premises, and upon which they are now at work. The results of this study, with approximate estimates of cost, will be laid before your honorable body when completed.

STONY BROOK.

The water-shed of which Stony Brook is the outlet comprises an area of about 8,000 acres. After a heavy rainfall, or the melting of snow upon a frozen ground, a large volume of water collects upon the meadows and bogs of West Roxbury and Roxbury, which reaches Charles river through the park by this brook, and, by reason of its limited capacity, slowly. For the thorough and rapid drainage of these meadows and bogs, for which the city must in time provide, unless by some other route, the bed of the stream must be enlarged; and when this is done, the discharge of storm water into the Back Bay, within a given time, will be vastly

increased. When this excessive discharge occurs at periods of high tides, as may happen during easterly storms, some provision may be necessary to allow this large accumulation of water to be retained for a few hours in the park basin without injurious effects. A neglect of proper precautions in this connection may cause a nuisance, and result in damage to property. The Commissioners would prefer to construct the park without reference to this stream; but, as at present informed, they cannot escape the belief that, in the interests of economy and health, such a course would be unwise. The plan of the park must therefore conform to conditions outside its borders. It should, however, be kept in mind that any admission of these waters into the park must depend upon the thorough exclusion of all sewer-matter from the stream. The ordinary surface wash, though objectionable, may not be considered a fatal element. The improvement of Stony Brook has been before the city government during the past year, and the subject was referred to a joint committee. The Commissioners are not informed that a definite plan has been agreed upon, and would urge that action be taken and a plan adopted, at an early day, as a necessary precedent to their own plans for the improvement of the park.

MUDDY RIVER.

During the past year the subject of the disposition of the waters of Muddy river has also been before the city government, and was referred to a joint committee.

The town of Brookline, in whose territory the river chiefly lies, also appointed a special committee of its citizens, with authority to negotiate with the city in the premises, inasmuch as joint action on the part of the city and town is necessary. No progress has been made. It does not appear that any serious engineering difficulties exist to prevent the accomplishment of this mutually important improvement; and the Commissioners urge that action be taken early in the current year to divert these waters into Charles river, by some route west of Brookline avenue, as a necessary antecedent to their work within the park, into which these waters now flow. The Commissioners cannot consent to the admission of this river into the park, over whose headwaters the city exercises no control.

PLAY-GROUNDS.

As an inevitable consequence of the growth of the city, the Common is no longer a play-ground for boys. The youth

have been removed, like the Indians of the country, steadily westward, and within a few years have been driven from their last reservation, the parade-ground, into Charles street, whence they have scattered throughout the city upon any available private lots temporarily vacant. The loss of a general and central play-ground, where the boys from all parts of the city can mingle and compete with each other in their sports, is a misfortune, and deserves serious consideration. It is not wise to allow the youth of even one generation to grow up without the habit of out-door play, under the most attractive surroundings which the city can properly supply.

If the men of to-day, whose play-hours were spent upon the Common, do not feel the value of such opportunities as they enjoyed, sufficiently to provide similar or better ones for the boys of to-day, it cannot be expected that these boys, when they in turn come to men's estate, will feel any greater responsibility in the premises. A public play-ground will then have become a tradition only. To compensate the rising generation — the future citizens of Boston — for their loss of the Common, there should be established a boys' park, to be used, under proper regulations, as a play-ground.

The Commissioners recommend that they be authorized to purchase not exceeding twenty acres of land in the location described in their report of 1876, City Doc. 42, p. 22, under the title of "Parker Hill Park," at a cost not to exceed $12\frac{1}{2}$ cents per superficial foot, the present valuation of the bulk of this property as valued by the assessors for the assessment of taxes in 1878, or upon any other terms which your honorable body may think best; and that such portion of the whole area as the Commissioners shall find to be appropriate shall be laid out for the uses of a public play-ground.

This land was described in the report above referred to as "an unimproved pasture, with a few scattered trees; a plateau above the Tremont-street quarries, on the northern slope, and near the base of the hill. Its surfaces are undulating, pleasing to the eye, and not too steep for easy promenades, with an elevation sufficient to command extensive views of the city and adjacent country." Its location is peculiarly appropriate for a play-ground, being salubrious, accessible from Tremont and Parker streets, and by the proposed extension of Huntington avenue, and will be free from the danger of becoming an inconvenience to the neighborhood and the passenger traffic of the future.

BUSSEY FARM AND ARNOLD ARBORETUM.

In the Commissioners' report of 1876, p. 35, reference was made to Bussey Farm and Arnold arboretum.

The Commissioners are informed that the income from the Arnold fund has fully or nearly accumulated as required by the terms of the will, and can hereafter be applied to the development of the arboretum upon some plan soon to be decided upon. During the past summer Mr. F. L. Olmsted has, under the direction of the corporation of Harvard University, prepared a survey of and plan for the entire Bussey estate, which not only provides for the peculiar requirements of a scientific arboretum, but also for the laying out of drives and paths in a way to display to advantage the varied and extraordinary natural beauties of the locality. It is to this latter feature of the plan that the Commissioners, through the courtesy of the college committee in charge, have given attention, as having especial interest to the city in connection with its general park scheme; a consideration, apparently, which Mr. Olmsted had prominently in mind in his treatment of the work.

To carry out this plan in the best way, it is desirable to acquire about twenty acres of low and inexpensive adjacent lands. The University is restricted from buying additional lands or building drive-ways by the terms of the indenture under which it holds the Arnold bequest, which recites: "as the entire fund, under the best management and with the greatest economy, is barely sufficient to accomplish the proposed object, it is expressly provided that it shall not be diminished by supplementing any other object, however meritorious or kindred in its nature."

The Commissioners, therefore, suggest that the city should buy these twenty acres, and transfer the control and embellishment of such portions as are not required for drive-ways to the University, taking in exchange the use of other lands within the estate for its purposes.

The advantages to the city of a joint arrangement with the University are easily understood. Without any outlay for the purchase of lands, excepting the above-mentioned twenty acres, and for the cost of building drive-ways and paths, as required from time to time, and policing the same, the city will substantially acquire for its citizens the enjoyment of this fine estate of more than three hundred acres, which is to be constantly improved and embellished by the scientific cultivation of an almost endless variety of trees and plants, the cost of which is to be defrayed from the income of Mr.

Arnold's noble bequest. It is not too much to say that no such extraordinary opportunity was ever before within the reach of a city.

The Commissioners are of the opinion that the authorities of the University are ready to coöperate with the city in adopting a plan for laying out the estate, by which the citizens should enjoy the use of certain portions for drive-ways, walks, etc., provided sufficiently stringent agreements are made by which the trusts imposed upon the University are properly protected. Should the views herein expressed meet the approval of your honorable body, the Commissioners recommend that they be authorized to enter into a convention with the government of the University for the purposes above indicated, to perfect the scheme in other particulars, and to present the same to the city government for its adoption or otherwise.

Respectfully submitted,

CHARLES H. DALTON,
WM. GRAY, JR.,
CHARLES S. STORROW,

Commissioners.

BOSTON, January 27, 1879.

[DOCUMENT 15 — 1880.]



CITY OF BOSTON.

FIFTH ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS OF THE
DEPARTMENT OF PARKS,

FOR THE CITY OF BOSTON,

FOR THE YEAR 1879.

To the Honorable the City Council of the City of Boston: —

Section 15 of the Act of 1875, Chapter 185, entitled "An Act for the laying out of Public Parks in or near the City of Boston," requires that the Board of Park Commissioners "shall annually, in the month of January, make to the City Council of Boston a full report of its doings for the preceding year, including a detailed statement of all their receipts and expenditures."

In accordance therewith the Commissioners have the honor to submit the following report: —

FINANCIAL STATEMENTS.

I.

Receipts and Expenditures of the Department for the year 1879.

BACK BAY PARK LAND ACCOUNT.

Balance unexpended, Dec. 31, 1878	\$35,607 80
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EXPENDITURES.

Amount paid for land purchased in 1879	\$9,298 70
Balance unexpended, Dec. 31, 1879	26,309 10
	<u>\$35,607 80</u>

BACK BAY PARK CONSTRUCTION ACCOUNT.

Balance unexpended, Dec. 31, 1878	\$6,846 36	
Amount transferred from department appropriation by order approved March 15, 1879	1,700 00	
Appropriation for the financial year 1879-80	120,000 00	
		<u>\$128,546 36</u>

The expenditures from this appropriation on this account to Dec. 31, 1879, have been as follows :—

Filling.

Amount paid for filling done by the Boston and Albany Railroad under its contract, dated June 20, 1879	\$59,057 62	
Paid cartmen for 5,457 squares filling @ \$2.50	13,643 53	
Superintendence and measuring filling	1,722 50	
Grading — paid foreman and laborers	\$1,266 44	
Teams	90 50	
		<u>1,356 94</u>
Wooden culverts under park entrances and road —materials	\$481 10	
Labor	288 08	
		<u>769 18</u>
Bridge near outlet of Stony Brook	592 80	
Superintendence of filling under con- tract	544 25	
Engineering expenses	111 72	
Superintendent's expenses, and small items	89 00	
Advertising on account filling	82 75	
Portable buildings for shel- ter, tools, etc.—materials	\$29 83	
Labor	17 92	
		<u>47 75</u>
Printing	45 78	
Tools and implements	30 39	
Stationery	2 90	
		<u>\$78,097 11</u>

Plans and Designs.

Landscape Architect Advisory.	1,688 33	
		<u>\$79,785 44</u>

BACK BAY PARK BETTERMENT ACCOUNT.

The expenditures from the same appropriation on this account to Dec. 31, 1879, have been as follows :—

Clerical services in examining records at Registry of Deeds and Assessors' office	\$670 90	
Paid Constables for serving notices	51 50	
Teams for use of Constables in serving notices	20 00	
		<u>742 40</u>
Balance unexpended, Dec. 31, 1879	48,018 52	
		<u>\$128,546 36</u>

PARK COMMISSIONERS' REPORT.

3

DEPARTMENT APPROPRIATION.

Balance of department appropriation, Dec. 31, 1878	\$2,855 97
Amount of department appropriation for the financial year 1879-80	5,000 00
	<hr/>
	\$7,855 97
	<hr/>

The expenditures from this appropriation from Jan. 1 to Dec. 31, 1879, were as follows : —

ON ACCOUNT BACK BAY PARK CONSTRUCTION.

Office and General Expenses.

Salary of clerk	\$1,800 00	
Office boy	93 00	
Stationery	48 25	
Drawing materials	30 00	
Coach-hire at Framingham	8 00	
Washing windows and towels	6 25	
Printing	4 20	
	<hr/>	\$1,989 70

Engineering.

Surveys for land purchases and boundaries	\$145 00	
Expenses on account land surveys	3 05	
	<hr/>	148 05

Plans and Designs.

Landscape Architect Advisory	500 00	
	<hr/>	\$2,637 75

ON ACCOUNT BACK BAY PARK BETTERMENT.

Clerical services in examining records at Registry of Deeds and Assessors' office	\$124 00	
Draughtsman	44 00	
Drawing materials	8 40	
Stationery	8 00	
	<hr/>	184 40
Amount transferred to Back Bay Park Construction		1,700 00
Balance unexpended, Dec. 31, 1879		3,333 82
		<hr/>
		\$7,855 97
		<hr/>

PARK NURSERY, AUSTIN FARM.

Appropriation by City Council, approved July 31, 1878 . . . \$2,000 00

The expenditures from this appropriation from Jan. 1 to Dec. 31, 1879, were as follows:—

Plants	\$1,380 72	
Labor	180 50	
Advertising	12 48	
Printing	11 35	
	<u>\$1,585 05</u>	
Balance unexpended, Dec. 31, 1879	414 95	<u>\$2,000 00</u>

INCOME.

Received from sale of marsh grass and paid to City Collector on account city income \$30 00

II.

Summary of Receipts and Expenditures on account of Back Bay Park Construction from July 23, 1877, to Dec. 31, 1879.

RECEIPTS.

From appropriations for Park Department	\$10,934 33	
From appropriations for Public Park, Back Bay	122,939 08	
	<u>\$133,873 41</u>	

DISBURSEMENTS.

Filling	\$118,583 95	
Engineering	5,472 16	
Plans and designs	4,532 90	
Office and general expenses	5,284 40	
	<u>\$133,873 41</u>	

III.

Receipts and Disbursements of the Department from the Organization of the Board, Oct. 8, 1875, to Dec. 31, 1879.

The total receipts, less income and balances merging, which return to the city as revenue, were \$662,402 01

The total expenditures to Dec. 31, 1879, were as follows:—

Back Bay Park land account	\$439,690 90	
Back Bay Park construction account	133,873 41	
On account general plan of parks	8,249 46	
Park Nursery, Austin Farm	1,585 05	
Back Bay Park betterment account	926 80	
Balance unexpended, Dec. 31, 1879	78,076 39	
	<u>\$662,402 01</u>	

PARK COMMISSIONERS' REPORT.

5

BACK BAY PARK.

The appropriations of 1879, for the work on the Back Bay Park, were :—

For filling on boundary road, south of B. & A. R.R.	\$70,000
For continuing work on road by teams	50,000
Total	<u>\$120,000</u>

On June 2d, 1879, proposals were advertised for, for filling on the western boundary road, south of the Boston and Albany Railroad, and on June 16 the bid of the Boston and Albany Railroad Company was accepted, and a contract made for doing the work and supplying the material.

The work done, under the inspection of City Engineer Davis, is as follows :—

About 20,700 squares of gravel filling have been deposited to December 31, on the marginal road between the railroad and Longwood Entrance, and 166,000 square feet of road have been constructed to a general width of 50 feet, and average grade of 18.3.

The filling by carts has amounted to about 38,500 loads, or 5,457 squares, and has also been done under the direction of Mr. Davis, City Engineer.

In consequence of the partial exhaustion of the supply of filling from Parker Hill, belonging to the city, and also of the increasing demand for men and teams by private parties, it is not likely that any important amount of filling can hereafter be secured in this way.

The Health Department has continued to place a large amount of ashes, etc., upon the eastern border road, amounting to 43,879 loads.

The following is an approximate estimate of the superficial area filled to the grade designated :—

Boylston Entrance	20,276 sq. ft.	Average grade, 14.0
Westland "	113,800 "	" " 15.8
Huntington "	35,000 "	" " 13.9
Parker Hill "	79,800 "	" " 15.1
Longwood "	134,400 "	" " 14.7
	<u>383,276</u> "	
Park road, between Boylston and Westland Entrances	32,000 sq. ft.	" " 15.3
Park road, between Westland and Huntington Entrances	59,400 "	" " 14.3
Carried forward,	91,400 "	<u>383,276</u> "

<i>Brought forward,</i>	91,400 sq. ft.	383,276 sq. ft.					
Park road, between Huntington and Parker Hill Entrances . . .	32,800	"			Average grade, 14.0		
Park road, between Parker Hill and Longwood Entrances . . .	57,200	"			"	"	13.5
Park road, between Longwood Entrance and B. & A. R.R. . . .	189,200	"	370,600	"	"	"	17.8
			<hr/>	753,876	"		

The general scheme for the development of the park has been fixed upon, though many of the details are not yet settled. A plan accompanies this, for the description of which, and for the reasons which led to its favorable consideration, the Board begs to refer you to the following report of Mr. Olmsted: —

The Board of Commissioners of the Department of Parks of the City of Boston:—

GENTLEMEN,—I have had the honor to prepare the accompanying plan in coöperation with the City Engineer, under instructions embodying the main results of prolonged debates of your Board; and the present report is written to meet your request for an explanation of it suitable to be offered through the City Council to the public.

It should be understood that though classed as a park-work, the amount to be expended under this plan to facilitate recreation is comparatively small. Its main ends are drainage, wholesome air, and convenience of communication between different quarters of the city, in a locality offering some unusual obstacles to these objects. The provisions for them are simply to be so supplemented that appliances for rest and exercise in the open air may be also secured to the public by a very moderate additional outlay.

I will briefly describe the conditions to be dealt with.

Back Bay is the common estuary of Muddy River and Stony Brook. When the tide is in, it is a broad pool; when the tide is out, a narrow creek between broad, deep, and fetid mud-banks, in parts of which soundings have been made to a depth of thirty feet without reaching firm bottom. Offensive exudations arise from the mud when exposed by a falling tide to the summer's sun, which are perceptible at a great distance.

Private enterprise is filling up and building over the adjoining marsh, and, notwithstanding the embarrassment

caused by the bay, the city on three sides is rapidly moving toward it; the fourth is its mouth, and as yet impracticable of private improvement.

A serious check and disturbance to what would otherwise be the natural growth of the city is thus established, which must sooner or later be got the better of.

Remembering that no considerable extension of the city in compact blocks beyond the Public Garden was nearly as likely to occur when that improvement was projected, as a like extension now is beyond and about the Back Bay, it has been generally recognized that whatever is to be done should be fitting to what is thus to be anticipated.

Accordingly it was generally expected, when the city bought the property and gave it in your charge, that the two streams of Stony Brook and Muddy River would be diverted from the bay, the mud-banks filled over, and the site transformed into a public park; and you for some time proceeded with this course in view. It was found, however, to have serious difficulties. Legal authority to turn Stony Brook from its outlet was wanting, and necessary legislation for the purpose was likely to be obstructed by opposing private interests. Under the recently adopted plans for the drainage of the upper valley of Stony Brook, this stream would at times bring down a much larger body of water than at present. To carry it harmless from the upland region south of Back Bay to Charles River would require a very large sewer-like conduit, which would have to be built for a long distance over deep marshy ground upon piles; its cost would be excessive, and it could not probably be undertaken without drawing the city into prolonged litigation. The difficulties and hazards thus arising would be liable to defer the completion of the work indefinitely, and such delay would work serious injustice.

As, in abandoning the idea of a public park and adopting that here to be presented, it may appear that you are following a less liberal policy in dealing with this part of the city, it may be well to add that the property had been purchased for the corporation in various parcels under a provision that none should be taken for which the owners refused to receive a certain rate of compensation, and the principles which would otherwise have determined its outline as a site for a park had been necessarily disregarded. Its form was, consequently, unfortunate for the purpose. The difficulties thus presented, in addition to those growing out of the topography, were further complicated by the necessity of

reference in laying it out to several more or less independent street systems which had been established at no great distance from its border, and for accommodating lines of transit between them.

More than a score of plans for laying out the property as a park, representing in several cases prolonged, arduous, and painstaking study by highly capable men, came under the consideration of your Board, and it was your conclusion, reached unexpectedly and reluctantly, after due deliberation, that none of them promised a park of sufficient value to the city at large to justify its cost, taking into account the continuous cost which its satisfactory maintenance would involve.

Your Board was thus brought to inquire whether a form of improvement, of a less ambitious character than that implied in designating the ground a park, might not, on the whole, better serve the interests of all concerned.

Taking up this question, and regarding first the nuisance and inconvenience relief from which was the more pressing necessity, it was obvious that a good deal might be gained, while retaining the bay as an estuary, by simply banking out upon the mud flats and so reducing its breadth. By a dam at its mouth the water in it could be prevented from falling below the level of ordinary high water in Charles River and the new banks would be firm slopes, which might be shaped and planted in a natural and more or less picturesque way.

To this proposition the objection was apparent, that as, in extraordinary tides, the water is liable to rise from four to eight feet above its usual high-water level, the sloping face of an earth embankment would, at more or less distant intervals, be in part submerged and in part washed by waves and spray, and that whenever this occurred any vegetation upon it would be liable to be drowned out, or killed by salt.

A deposit daily, between high and low water, was also to be apprehended of the filthy slime which is usually found where the organic matter of fresh-water streams is first thrown into salt water.

It was your judgment that these objections were conclusive against the proposition.

It was suggested that they might be lessened by substituting a vertical wall for the slopes. But as such a wall, needing to be built on piles, would be very costly, and at best but comparatively inoffensive, you decided against it, holding out for something which would be positively, permanently, and constantly wholesome and agreeable.

It finally became evident that no plan would be satisfactory which failed to provide the following *desiderata*: —

1. The floods of Stony Brook to be carried off through the bay.

2. The exposure of muddy banks by falling water to be adequately guarded against.

3. A continuous embankment to be formed on the boundary of the city property, reducing and defining the outlines of the bay.

4. Streets to be made on the embankment.

5. At least two public streets, besides Commonwealth Avenue and Beacon Street, to be carried through the property, crossing the bay.

6. No important public thoroughfares already laid out approaching the bay to be interrupted, seriously diverted, or made less commodious.

7. A public promenade to be laid out which would include a commodious and well-appointed pleasure drive and walk, and a pad, or stretch of soft riding-way, for speeding saddle-horses without danger of collisions.

8. This promenade to be on that side of the city property nearest to Huntington and West Chester Park Avenues, and readily entered from them, and also to be agreeably connected with the existing public promenade of Commonwealth Avenue, the contemplated Charles River Embankment, and the proposed parkway leading to Parker Hill and Jamaica Pond.

9. All of the city property, which is not to be occupied by artificial constructions under the above requirements, to be so treated as to present an agreeable aspect, appropriate to a first-class residence neighborhood.

10. This aspect to be obtained without resort to costly methods of decoration, such as architectural terraces, pavilions, fountains and parterres.

11. Arrangements which would call for large future outlays, for repair and maintenance, or for guarding against accidents, to be avoided.

The plan now shown is designed to meet these requirements, as follows :—

Muddy River is to be diverted as originally proposed. (There are no legal difficulties about it, and the operation will not be very costly.)

A covered conduit is to be formed within and near the south-eastern boundary of the property, by which the waters of Stony Brook, when at an ordinary stage and when the tide is not above ordinary high-water level in Charles River, will be discharged. When the tide rises above the outlet of this conduit it is to be self-closing.

A basin is to be formed into which the waters of Stony Brook will flow whenever the mouth of the conduit is closed, and in which they will be held until the tide falls again below the outlet of the conduit..

Within this basin there is to be a body of water nearly thirty acres in extent, with outlines, as shown in the drawing, resembling those of a salt-water creek with coves. This will be tide-water but with no more ebb and flow than is necessary to avoid stagnation, the efflux and reflux being regulated by a self-acting water-gate the position of which is shown on the extreme right of the drawing. Its surface elevation, under ordinary circumstances, is to correspond with that of Charles River at mean high-water.

There will also be within the basin a body of level land of nearly equal extent with the water, having an elevation a few inches higher.

When freshets occur in Stony Brook coincidently with easterly winds and spring tides, which temporarily prevent an outflow into Charles River, the water of the brook is to be turned into the basin, and the creek, rising, will overflow this level ground. Usually such an occurrence could be anticipated and, by drawing down the water of the creek at the preceding ebb of the tide, a rise of more than a foot above the ordinary level avoided. Having, when at this height, a surface of fifty-two acres to spread over, a rise of more than four feet, by reason of floods of Stony Brook, will not be likely to occur under the most unfavorable circumstances. Even should special precautions be neglected, it will not probably happen more than once in ten years, nor will the water ever be liable to stand more than two feet above the ordinary level longer than two hours at a time. As the lighter fresh water will not at once mingle perfectly with the salt, when the body of water is more than two feet above its ordinary level, there will be an upper stratum of but moderately brackish water.

The ground designed to be occasionally overflowed is to

be formed of marsh mud, with a superficial coating of sand or light gravelly loam, through which salt sedges and grasses may grow. Besides the more common vegetation of salt-marshes, there is a considerable variety of perennials to which an occasional wash of brackish water does no harm. There is also a good range of shrubs, including beach-plums, berberries, candleberries, cydonias, tamarisks and the sea-buckthorn.

Such shrubs and plants are to be grown along the foot of the slope on the margin of the basin, and on the small points and islets by which, as will be observed on the drawing, the level ground is here and there broken.

The wind having nowhere a long sweep upon the water, and the rushy vegetation acting to check wave movement, there will be no swell of importance, and no spray will be thrown beyond these marginal plantations, and immediately above them any desirable trees and shrubs may be safely grown.

Just what can be accomplished on the level ground may be regarded as doubtful, but it is believed that, at the worst, it may in a few years be mantled with sedges, rushes, and salt-grasses, with slashes of such golden-rods and asters as are now found in profusion on the tidal banks of the Charles and the salt-marshes at the head of the bay.

The plan, so far as the chief difficulty to be dealt with is concerned, has thus been sufficiently explained. The vital question about this element of it is, whether the conditions to result would be unfavorable to the health of the adjoining parts of the city? Upon this question you have called into consultation Dr. Folsom, of the State Board of Health, who has confirmed the opinion that so far as the proposed body of salt water, and the salt vegetation within the basin, would have any influence upon the air of the neighborhood, that influence would be purifying and salutary, and that the occasional floods of fresh water, being rapidly drained off, would be harmless. The conditions would be more rather than less favorable to the health of the neighborhood than those of an ordinary park.

As to the secondary question, of the fit aspect of the result, it may be confidently anticipated that, under judicious detailed treatment, the several broader constituents which have been named — the waving fenny verdure, the meandering water,

the blooming islets, and the border of trees and underwood following the varied slope of the rim of the basin, like the hanging woods of a winding river-bank — would dispose themselves in compositions of a pleasing character.

The effect would be novel, certainly, in labored urban grounds, and there may be a momentary question of its dignity and appropriateness; but this question will, I think, be satisfactorily answered when it is reflected that it represents no affectation or caprice of taste, but is a direct development of the original conditions of the locality in adaptation to the needs of a dense community. So regarded, it will be found to be, in the artistic sense of the word, natural, and possibly to suggest a modest poetic sentiment more grateful to town-weary minds than an elaborate and elegant garden-like work would have yielded.

It is doubtless true that to many the predominant associations of a sea-coast marsh are dreary; but this is probably due in the main to circumstances which would not be found on the Back Bay when improved as proposed and built about. They belong, that is to say, to marsh scenes in which there is great extent of low, damp and bleak ground, with creeks and sloughs barring passage across it. The tints, lights and shadows and movement of salt-marsh vegetation when seen in close connection with upland scenery, are nearly always pleasing, and sometimes charming.

(The right bank of Muddy River, on the reach below Longwood bridge, illustrates the character of the slopes and plantations which I should think well to have in view in forming the margin of the basin, and the brackish swamp nearer Brookline will give a suggestion of what may be hoped for on the ground to be subject to flooding. This swamp is a neglected and ill-used waste, but it has at times remarkable beauties.)

I think it may be justly added that public taste has been lately drifting toward a better appreciation of quaintness and subdued picturesqueness in scenery, and that this circumstance is favorable to the ultimate popularity of what is likely to grow out of the plan.

It may still be questioned whether the bay would not be too much wanting in attractions of popular interest for a public property so near the heart of a city. A large part of the value of public grounds of the smaller class lies in the pleasure which children find in them, and in that

education of the observing powers which cannot be obtained in the nursery or the school-room.

One element of value in this respect may be used more largely and brought to a higher degree of perfection in the Back Bay, as proposed to be revised, than it has been or can be with advantage in any public park in the world; I mean that of birds, and especially of water-fowl. The rushy glades and bushy islands will supply well-guarded seclusions in which they can breed; the extent of quiet water and of shores, and the character of the vegetation upon them, will allow large numbers and a great variety to be taken all necessary care of with little trouble or expense. While well protected, there will be convenient opportunities for observing them closely and for visitors to feed them.

The collection of water-birds should not be confined, as it usually has been in parks, to a few sorts of swans, ducks, and geese, but include as many varieties of these as practicable, and also pelicans, cormorants, cranes, and other waders, and fishers.

The bay would be too warm for deep-sea fishes, but it could doubtless be made to swarm with other sorts of interesting salt-water life.

The necessary narrowness of the water at certain points and its crookedness would prevent the bay from being used by the public in row-boats or sail-boats without too great liability to collisions and disorders. The plan has, therefore, been studied with reference to a regular service of small pleasure packets, moved by compressed-air engines, or, if that should not prove practicable, by steam, and specially adapted to the circumstances. This would avoid the evils sure to result from the movements of irresponsible boatmen out of view of the police, and such injury as would occur to the shores and the water-fowl from the careless or unskilful use of oars. It would admit of the enjoyment of boating by children or timid persons with a sense of security and a degree of convenience not otherwise practicable, and the service might be expected to be popular and a source of income. The entire length of shore is to be about four miles, and the boating tour of the bay three miles, making an excursion of half an hour. But a direct line of small omnibus-boats could be run between the Back Bay station of the Albany Railroad at Commonwealth Avenue and the most distant landing (which is four hundred yards from Chapel station, Longwood), on a course of a mile and a quarter, in ten or twelve minutes.

The requirement of the promenade is met as shown on the lower part of the drawing. It includes a walk twenty-five to forty feet wide, a drive forty feet, and a riding pad twenty-five feet. These are carried side by side for a distance of three-quarters of a mile, and are subject to crossing in that space but once, one transverse wheelway being indispensable under the fifth requirement. A sub-crossing is provided by which visitors can obtain access from Westland Avenue to the walk on the water side, without interrupting the movement of carriages and horsemen. There is a stretch of riding-way, without crossing, nearly half a mile (2,300 feet) in length.

The grade of the promenade is nearly level, and its course at all points slightly curving. The requirements of access from West Chester Parkway and Huntington Avenue are fully met.

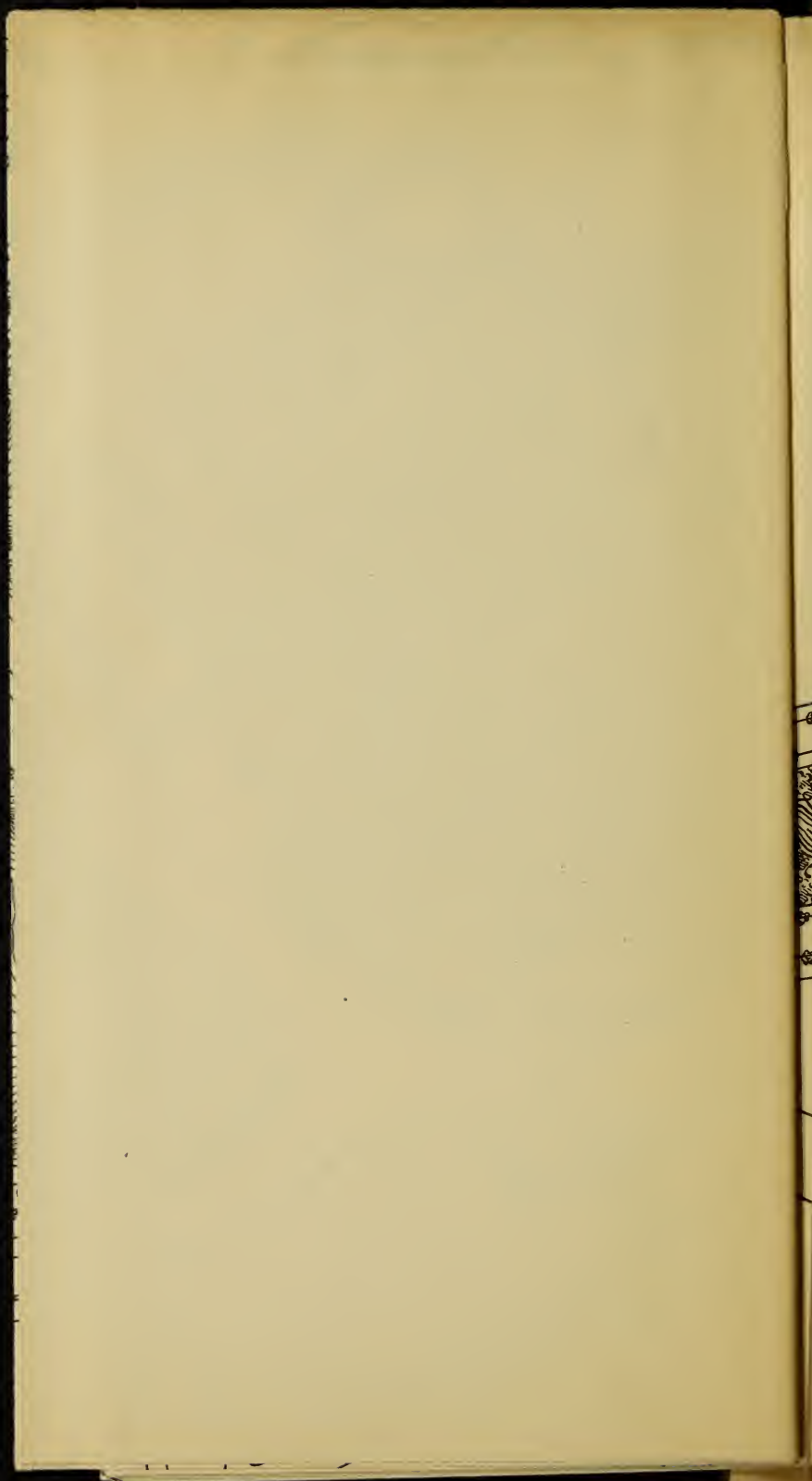
To connect the promenade with Commonwealth Avenue, it is necessary to pass over the Albany Railroad at an elevation fifteen feet higher than that of the avenue. One route for carriages will be as convenient as two; and a central route is to be avoided because, at the required elevation of the bridge, it would destroy breadth, unity, and openness of view through the opening. By going as far as possible to the north-west the easiest turn is obtained for carriages coming from the east.

Boylston Street is carried through the property with a curve which, for a short distance, combines it conveniently and economically with the approach from Commonwealth Avenue to the Promenade. Its grade must be lifted to carry it over the bridge; but the steepest inclination is but one foot in fifty, which is satisfactory with respect to the proposed horse-railroad.

The requirements as to roads for crossing the bay is fully met, and with a little study of the drawing, attention being given to figures of grade, the motives governing the entire arrangement of roads and walks will be obvious. It needs only to be stated that the depth of mud and water on the proposed shore opposite the promenade is greater than elsewhere. (Solid bottom is not found within forty feet of the street grade.) Neither a broader roadway nor a shore-walk could, consequently, be introduced, except at considerable additional cost for embankment. It is believed also that the comparative quietude here proposed by the plan,

CHARLES H. DALTON,
WILLIAM GRAY JR.,
HENRY LEE,
COMMISSIONERS.





with the bank of wood unbroken from the street to the shore, will, on the whole, be more satisfactory.

The enclosure and buildings shown on the Westland cross-road are for administration purposes. They include storage, cart and tool sheds, repair shops, and winter quarters for water-fowl. Their walls are to be of brick, as low as practicable, and roofs of tile, and they are to be mainly overgrown with creepers.

The plan calls for no other buildings, except the necessary small gate and landing-houses, and for no construction simply for ornamental purposes. The landing-houses are designed to serve as shelters in case of sudden showers, and are so placed as to be readily accessible from all parts of the public ways. The landings will have the effect of terraces and balconies in connection with them. Except at a few points, where beaches are designed, and others which will be made rocky, the shore at the water's edge is intended to have a long, sedgy slope, and the necessity of pitching or curbing to be avoided. It would be generally overhung by foliage, and its character entirely natural.

The Boylston-Street bridge will necessarily be nearly as high as that crossing the railroad, and twenty-three feet above the water. This elevation will give it a commanding view over the fens on one side, over Charles River on the other, and its arch will be the frame of a quiet, distant, rural scene from the bridge on Commonwealth Avenue, which, to make the most of this opportunity, should have no greater height than is necessary. The Boylston-Street bridge will be the most conspicuous object on the bay and its architecture should be studiously appropriate to the circumstances.

There being no turf to be kept under the scythe, except narrow strips on the margins of the roads, no flower-beds or exotic planting, the waters ordinarily self-regulating, the public ways subject to little wash, and no secluded paths, the police, repair, and maintenance of the grounds will be simple and inexpensive.

Since the action, a few days since, of the City Council, extending Commonwealth Avenue upon a line diverging from its original course, you have asked me to consider the feasibility of adopting a new plan in that part of this important public promenade remaining to be laid out.

The principal reasons for proposing a change I understand to be that a continuous production of the same formal plan would be tiresome; that the central walk is, during much of the year, useless; the public, in winter, crowding to the

north sidewalk for the sake of its sunshine and the lee of the houses, in the heat of summer to the south sidewalk because more densely shaded.

The disadvantage of doing away with the central feature and substituting, as some have proposed, a single wheelway for the two of the present arrangement, with a broad turf border on each side, is that the turf must be cut into petty plats, in order to give access by walks to the houses facing the avenue; and that the distance between the curb and house door (85 feet) would be excessive. Any plan to accomplish the purposes in view satisfactorily must, in my judgment, be much more radically different from the old one.

I suggest that a broad public drive be so laid out as to leave room for a walk of but moderate width on the north side, access to the houses on the south side being provided for by a narrow wheelway; a broad walk to follow the main drive, and a narrow walk the side drive, both on the south side. A space equivalent to that of the two green strips of the present arrangement would remain between the main and the side drive to be turfed and planted, and there would be a row of trees between the broad walk and the adjoining drive. The main drive and walk would then be shaded in summer; there would be a winter promenade in the lee of the houses on the north side, unshaded; and the houses on both sides would be within convenient distance of a carriage-way.

As shown on the drawing, the suggestion offers the further advantage of terminating the vistas of the straight avenue with bodies of foliage, of easing the turns from West Chester Parkway into the avenue, and of providing a graceful transition from the formality of the straight avenue to the more picturesque and natural conditions of the Back Bay.

Respectfully submitted,

FREDERICK LAW OLMSTED,
Landscape Architect Advisory.

BEACON ENTRANCE.

It is the wish of the Board to begin the construction of the Beacon Entrance during the current year. For several months past the Street Commissioners and this Board have held consultations for the mutual advantage of the two departments. The plan adopted by the former for the extension of Commonwealth Avenue, and approved by the City Council, is believed to be the best one possible under the circumstances, and that it will result in the development of very valuable properties

for first-class residences at an early day, provided the Beacon Entrance is built at the same time. The filling of the avenue, the entrance, and the adjacent streets and lots, should, for reasons of economy, be done at the same time and by the same contractor, and the water-way under Beacon Street completed simultaneously. Estimates for the work of this department will be duly presented.

MUDDY RIVER AND STONY BROOK.

Before any important work can be done in developing the Back Bay Park, it is imperative that the improvements heretofore contemplated for controlling the waters of Muddy River and Stony Brook be completed. The requisite legislation for carrying Muddy River in a direct course into Charles River, west of Brookline Avenue, by the joint action of the City of Boston and Town of Brookline, exists.

The sewerage from the lower part of Brookline is now carried into Charles River by a new drain; but nevertheless most of the surface-wash and swamp-water of that unsavory region of the town bordering upon the city is still brought into the Back Bay, adding to the defilement of the water and contamination of the air in the immediate vicinity of the most rapidly growing part of the city.

Stony Brook is the natural outlet from a large water-shed of several thousand acres in West Roxbury. During parts of the winter and spring months the low lands of this area are flooded, and considerable portions are kept permanently swampy, and thereby useless for building purposes or other improvement. This condition will continue until the brook is enlarged, as has been proposed. When this is done the ordinary flow of the brook will go to Charles River through a continuation of the conduit from Parker Street, where it now ends; while for floods of storm water and melting snow provision is made in the park, in order to avoid the excessive cost of so large a conduit as would be required to accommodate these floods, and to avoid the danger of a back flow into cellars and drains in the neighborhood.

The construction of the four new water-ways, namely, — first, under Beacon Street; second, under the extension of Commonwealth Avenue; third, under the Boston and Albany R.R.; and, fourth, under Boylston Street in the park, cannot be completed and used until the tidal flow of Muddy River and the ordinary flow of Stony Brook are diverted. The volume of water now flowing up and down the creek is too great to pass through the above-mentioned ways as planned, and any important enlargement of them would add greatly

to the expense of construction and maintenance, and render a proper treatment of the premises impossible.

The different parts of the work are so dependent upon each other that the whole should be prosecuted and completed simultaneously. It will probably require two years to fill the area between Beacon Street and the railroad (by the joint action of the city and private owners), and Boylston Street in the park, with the necessary water-ways and bridges.

CHARLES RIVER EMBANKMENT. SECTION A.

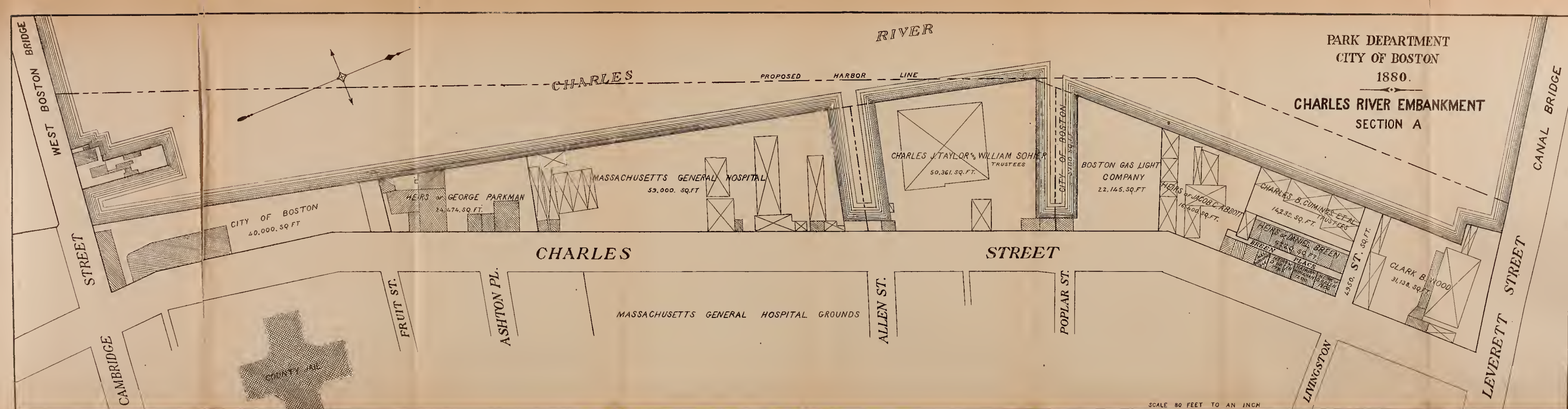
The Commissioners recommend that the necessary authority be granted them to secure, either by purchase or taking, the estates comprising so much of the Charles River Embankment, proposed in their report of 1876, as lies upon Charles Street, between Leverett and Cambridge Streets, and that His Honor the Mayor be requested to petition the Legislature for leave for the city to occupy the adjacent space in Charles River within the line described and marked on the accompanying plan, to be used for a public park in connection with the said estates. A plan of the estates referred to, with their several areas and the Assessors' valuations for 1879, accompany this report.

This improvement would be for the especial health and enjoyment of the dense population living in the northern and north-eastern parts of the city, who are necessarily greatly confined to these sections throughout the year, and must chiefly find their recreation in the immediate vicinity of their homes.

This recommendation deserves the especial consideration of the authorities responsible, in a governmental sense, for the well-being of citizens living in the neighborhood referred to, inasmuch as the latter do not have the leisure for, nor habit of, making their wants known through the usual channels; and, by not being possessed, as a rule, of real estate, they have not the pecuniary inducement to urge improvements of this nature.

The area of the estates which it is proposed to take is 268,810 square feet, or about six acres, of which amount the city now owns 40,000 square feet, occupied by the Paving Department.

The valuation of 1879 of the buildings is	\$ 34,100
And of the lands	317,600
Total	<u>\$351,700</u>



RIVER

PARK DEPARTMENT
CITY OF BOSTON
1880.

CHARLES RIVER EMBANKMENT
SECTION A

CHARLES

PROPOSED HARBOR LINE

CITY OF BOSTON
40,000. SQ. FT.

HEIRS OF GEORGE PARKMAN
22,474. SQ. FT.

MASSACHUSETTS GENERAL HOSPITAL
59,000. SQ. FT.

CHARLES J. TAYLOR & WILLIAM SOHMER
TRUSTEES
50,361. SQ. FT.

BOSTON GAS LIGHT
COMPANY
22,145. SQ. FT.

HEIRS OF JACOB C. ABBOTT
16,400. SQ. FT.

CHARLES B. CUMMINS ET AL
TRUSTEES
14,232. SQ. FT.

HEIRS OF DANIEL GREEN
5,825. SQ. FT.

CLARK B. WOOD
31,132. SQ. FT.

CHARLES

STREET

MASSACHUSETTS GENERAL HOSPITAL GROUNDS

FRUIT ST.

ASHTON PL.

ALLEN ST.

POPLAR ST.

LIVINGSTON

LEVERETT STREET

CANAL BRIDGE

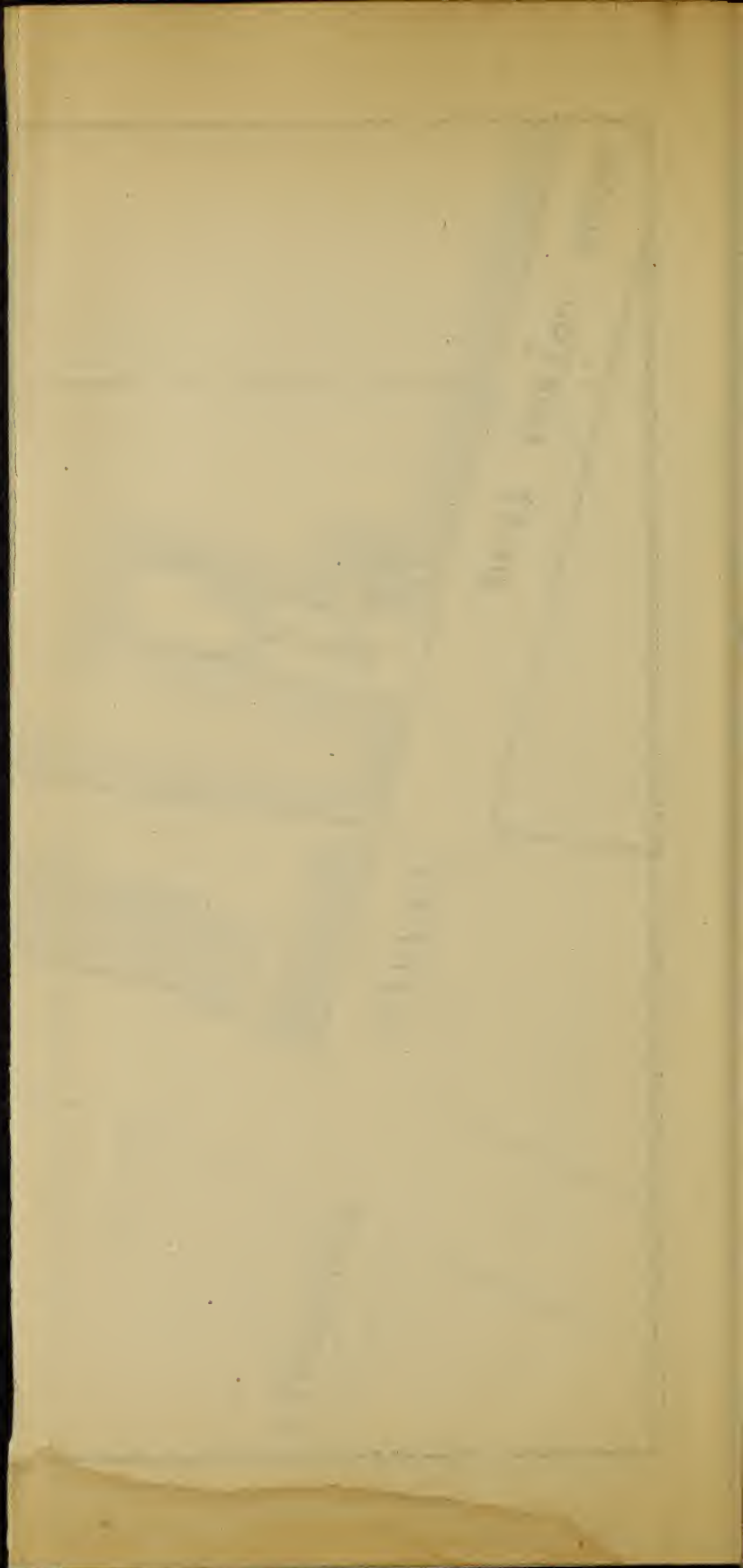
WEST BOSTON BRIDGE

STREET

CAMBRIDGE

COUNTY JAIL

SCALE 80 FEET TO AN INCH



PARK COMMISSIONERS' REPORT.

19

Of which amount that belonging to the city is	
for buildings	\$10,000
And for land	70,000
	<hr/>
Total	\$80,000
	<hr/>
Leaving amount to be purchased as by Assessors' valuation	\$271,700
	<hr/>

WEST ROXBURY PARK.

During the latter part of the year there has appeared a renewal of interest throughout the community in the subject of providing for a large park, which should be worthy of the city, to be located upon the highlands of West Roxbury.

At the request of the last Board of Aldermen, made Dec. 15, 1879, the Commissioners submitted a Report Dec. 22, 1879 (City Doc. 123), upon the areas and assessed values of sundry estates in West Roxbury, with their recommendations in the premises. Owing to the late date at which the above action was taken, the necessary consideration of so important a matter could not be had, and the subject was referred to the next City Government. The Commissioners respectfully recommend that it be considered at the early convenience of the City Council.

CITY POINT, SOUTH BOSTON.

The residents of South Boston, as well as citizens of other sections, have in various ways during 1879 called attention to the subject of locating a marine park at City Point. Such a park in a maritime city would seem to be a matter of course, provided a location could be had. Fortunately the requisite physical conditions, with most favorable surroundings, are found to exist at City Point. On Oct. 13, 1879, the Board of Aldermen passed an order requesting the Joint Committee on Public Parks to obtain and submit to the City Council an estimate of the cost of procuring land for a public park at City Point, embracing the territory between the easterly line of Q Street, extending north, south and east, to the Harbor Commissioners' line, in which order the Common Council concurred.

The area within the above described lines is 1,763,006 square feet, of which 1,553,844 square feet are flats, valued by the Assessors at a half cent per foot, and 209,162 square feet of land, valued at prices varying from 6 cents to 35 cents per foot.

The valuation of the area is	\$39,600
And of the buildings	11,000
Total	<u>\$50,600</u>

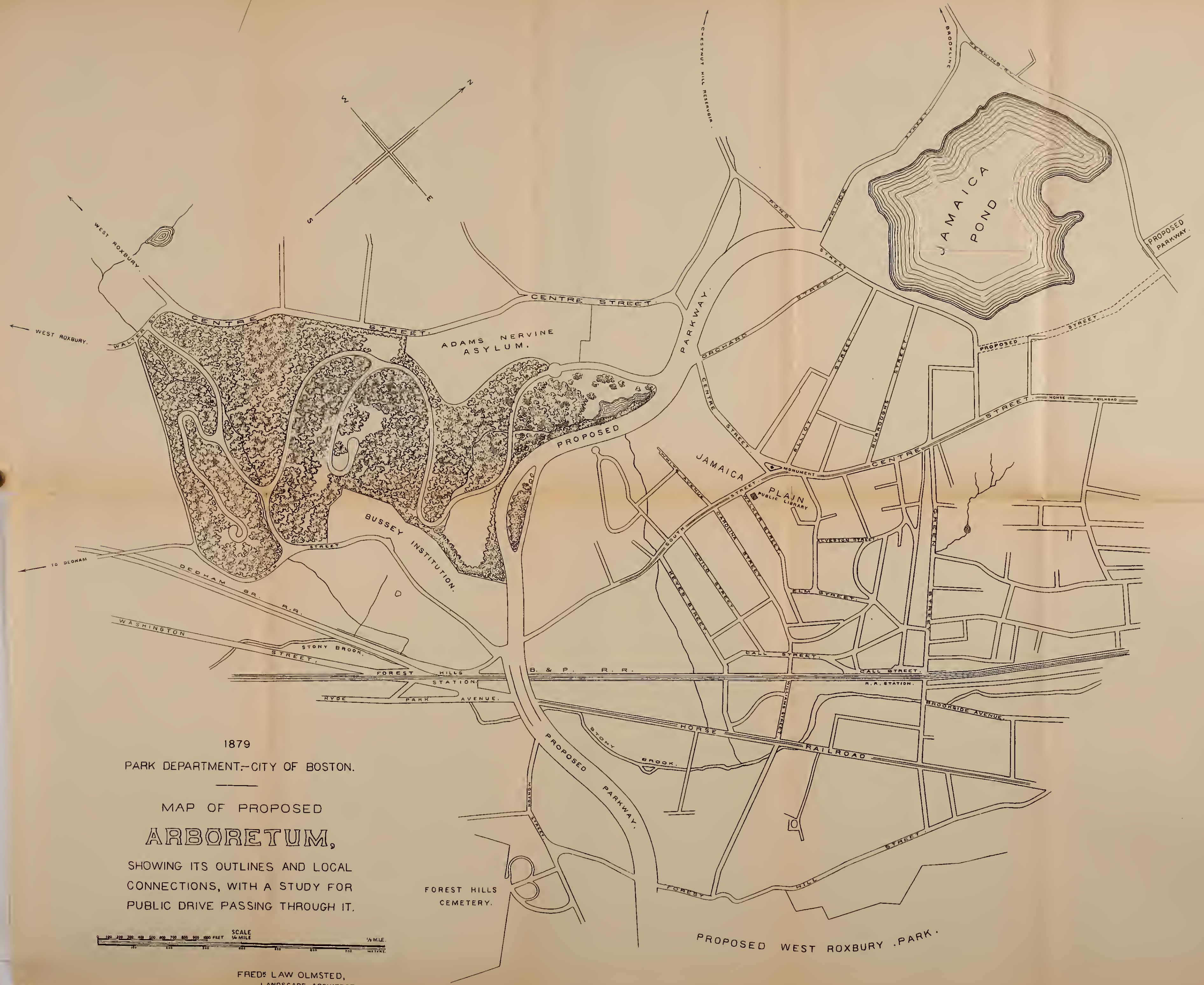
This Board has had various conferences with the Joint Committee on Public Parks, with citizens of South Boston, and with owners of lands and flats referred to in the above order, with a view of helping to carry out the purposes of the order. The Board begs leave to express the opinion that in any purchases the city may make in the vicinity referred to, the control of the flats beyond the Commissioners' line should be secured also, as a precaution against any possible future occupation of such spaces. The Commissioners have thus far been unable to secure any terms for the sale to the city of the lands and flats referred to, the owners of the principal part of the area declining to fix a price. They respectfully recommend the subject to your favorable consideration.

BUSSEY FARM AND THE ARNOLD ARBORETUM AT WEST ROXBURY.

On March 18, 1879, the City Council authorized this Board to confer with the corporation of Harvard College in relation to the laying out of the Arnold Arboretum as proposed in its Fourth Annual Report, and to report thereon, with plans and details, to the City Council.

✓ On Nov. 14, 1879, the Board reported that, acting under the above authority, satisfactory negotiations had been held with the college authorities, and respectfully represented that it would be for the interest of the city to take that part of the Bussey Farm devoted by the college to the use of the Arnold Arboretum for a nominal sum, and to lease to the college, also for a nominal sum, such portions as may not be required for drive-ways, etc. ; and also to buy portions of other estates adjoining for entrances and for the above purposes ; and that while the Board can take and lay out the above mentioned lands, under the power contained in the Park Act, it cannot transfer any portion to the college for the purposes of its trust. The Board recommended that the Mayor be authorized to petition the Legislature for such additional powers as would permit such a lease by the city.

For the better understanding of the premises, a plan of the area of the projected Arboretum, showing the entrances and drive-ways, and also a description of the scheme, accom-



1879

PARK DEPARTMENT.-CITY OF BOSTON.

MAP OF PROPOSED
ARBORETUM,

SHOWING ITS OUTLINES AND LOCAL
CONNECTIONS, WITH A STUDY FOR
PUBLIC DRIVE PASSING THROUGH IT.

SCALE
1/4 MILE
0 100 200 300 400 500 600 700 800 900 1000 FEET

FRED'S LAW OL MSTED,
LANDSCAPE ARCHITECT.

WALTER STRANDERS, DEL



panies this report. The whole expense of planting and care-taking of the Arboretum is to be defrayed by the college from the income of a fund already devoted to the purpose, while the outlay of the city will be limited to the cost of constructing the drives and their future care as may be authorized by the City Council from time to time. This rare opportunity for securing the enjoyment of a park, unique in its character as a scientific collection of all trees and shrubs which are hardy in the New England climate, and unsurpassed in its natural beauties, deserves the most earnest consideration. It is believed that no such comprehensive plan for an Arboretum exists in this country, and none more so in Europe.

The area of lands it is proposed the city should buy for entrances, etc., amounts to $29\frac{2}{10}$ acres, the assessed valuation of which, as near as can be ascertained, is \$20,276.

The following communication has been received from the Director of the Arboretum: —

To the Board of Park Commissioners, City of Boston: —

DEAR SIRS, — In compliance with your request, I briefly characterize the scheme of the Arboretum.

Its functions and relations to the public may best be considered under four heads: —

First. As a museum of living plants, in which every tree and shrub capable of withstanding the climate of Massachusetts is to find its appropriate place; this collection being supplemented by an herbarium, and various special collections, illustrative of trees, their products and uses.

Second. As a scientific station for investigation into the characters, growth, economic and ornamental properties of trees; into the relations of forests to climate and the flow of rivers, and into the best methods of forest reproduction and management.

Third. As a school of forestry and arboriculture, in which special students may, when the demand for such instruction is felt, acquire the knowledge and training necessary to fit them for the care and increase of our forests.

Fourth. As a local educational establishment, capable, through "object teaching," of very considerable influence in increasing among the people of Boston and its neighborhood that knowledge which it is the duty of the Arboretum to disseminate.

It is only in its capacity of public educator that the Arboretum need now be discussed; for it is in this one direction alone that its relations with the City of Boston can affect its

usefulness. As a museum and scientific station its future is already provided for.

Left to itself, the Arboretum can never hope to open its collections to the public, except in a limited and unsatisfactory manner. Its income will never be large enough to fully carry out the scientific provisions of Mr. Arnold's bequest; and it will be impossible either to build or maintain carriage-drives for the public convenience. Whatever action is taken by the City of Boston, the public will not be excluded from the Arboretum; but the difference between driving through a broken piece of ground, a hundred acres in extent, over a well-graded road, and entering it on foot by the few service paths necessary to the maintenance of the collections, will be so great that it is probable few persons, with the exception of specialists, will ever avail themselves of this privilege; and the usefulness of the Arboretum as a local educator will of necessity be greatly curtailed.

Should your recommendations be adopted, it is proposed to group the trees in their natural sequence along the principal drive. Each species, represented, if possible, by half-a-dozen specimens, will be planted in immediate connection with its varieties, making with its allies, native and foreign, loose generic groups in which each individual will find sufficient space for full development, and through which the visitor can freely pass. Each of these groups will rest on the main avenue, so that a visitor driving through the Arboretum will be able to obtain a general idea of the arborescent vegetation of the north temperate zone without even leaving his carriage. It is hoped that such an arrangement, while avoiding the stiff and formal lines of the conventional botanic garden, will facilitate the comprehensive study of the collections, both in their scientific and picturesque aspects.

Mr. Olmsted's plan indicates branch drives leading to points from which extended views may be obtained; and which will carry the visitor through a special department of forestry land, some twenty to thirty acres in extent, which is to be devoted to experimental forestry, illustrating the best methods of planting and managing New England woodlands.

Yours very truly,

C. S. SARGENT,

Director.

BETTERMENTS.

Under the act entitled "An Act for the Laying Out of Public Parks in or near the City of Boston," 1875, Chap. 185, Sections 7, 8, 9, 10, 11, it became the duty of the Board to assess "any benefit and advantage" which any real estate may receive "from the locating and laying out of a park under the provisions of this act, beyond the general advantages to all real estate in the City of Boston," and, "provided that the entire amount so assessed upon any estate shall not exceed one-half of the amount which said Board shall adjudge to be the whole benefit received by it."

In the execution of this novel and intricate duty the Board has been guided in its methods, to some extent, as provided in the act, by the law under which the Street Commissioners proceed in assessing betterments; and in other details of methods, not so provided for, by the advice or instructions of the City Solicitor.

In fixing the "proportional share of the expense" to the various estates receiving "any benefit and advantage beyond the general advantages to all real estate in the city," the Board has collected such evidence, both official and otherwise, as was available, upon which to base its opinion.

Having given the subject such study as its importance required, notices were issued to all parties who could be found, who were believed to be interested in estates which had been taken or deemed liable to assessments for betterments, to appear at a public hearing at the City Hall, at 10 A.M., on the 26th day of December, 1879, to make any objections they had to the taking and laying out, or to assessments.

The hearing was accordingly held. No person appeared to object to the taking and laying out. Thirty-one persons objected to any assessment on their estates, and one person, representing several of the largest interests, objected conditionally, to wit, unless the city should proceed, without unreasonable delay, in improving the lands taken.

The number of estates or lots upon which a betterment has been assessed is 616, with a total area of 15,388,567 square feet, and amounting to the sum of \$431,972, an average of two cents and eight mills per square foot.

The assessed valuation of the lands comprising these estates was, —

In 1877	\$11,143,751
And in 1879	12,855,664
<hr/>	
Showing an increase of	\$1,711,913
or $15\frac{3}{10}$ per cent.	<hr/>

The gross amount of the betterment is $25\frac{2}{10}$ per cent. of the increase in valuation. During the same period the reduction in the valuation of the remaining land throughout the city was \$36,144,613, or $12\frac{8}{10}$ per cent.

The same percentage of reduction applied to the area assessed as above would amount to \$1,426,399, which sum added to the above amount of increased valuations gives a total of \$3,138,312, and approximately expresses the beneficial effect of the park, in its present embryo condition, upon the values of the adjacent estates in so far as it is indicated by the official records in the Assessors' office.

But it should be kept in mind that, while the effect of the purchase by the city of these park lands has been beneficial to the above-mentioned estates, either by advancing their values or preventing their decline, it has possibly been injurious, in some moderate degree, elsewhere; so that the net gain to the city in taxable values is not accurately expressed by the above sum. Nor is it proper to assume that the local increase or non-decline in value is entirely due to the prospective park, though this latter must be recognized as the chief factor in the premises.

The equity of the law, therefore, authorizing the laying of betterments under such conditions as are found to exist in the above-mentioned estates, cannot be questioned.

Bills for the above assessments of betterments have been sent to the City Collector for collection, the proceeds of which will, as provided in the act, be paid into a sinking fund for the payment of the park bonds, issued for the purchase of the lands taken.

SOIL IN SUDBURY RIVER BASINS AT FRAMINGHAM.

The subject of utilizing the soil in the Sudbury River Basins for the public grounds in the city, and at the same time improving the purity of the waters, was laid before the City Council of last year. Before two of the basins were filled this Board examined the quality of the soil, and found it to be adapted to the surfacing of the park. It is useless and probably deleterious where it is, and can be removed, stored, and brought to the city as required, with much greater economy than similar material can be secured in any other way.

It is recommended that the Water Board and the Commissioners jointly be authorized to remove such portions of the soil as may be most mutually advantageous and convenient.

PARK NURSERY, AUSTIN FARM.

The nursery at Austin Farm was begun in the spring, for the purpose of supplying the material for planting the Back Bay and other public grounds as required, of such kinds and quality as would be most likely to live and flourish.

One thousand nine hundred and fifty-one deciduous trees and four thousand eight hundred and fifteen woody plants and shrubs, were bought at a cost of	\$1,380 72
The expense of care and of planting, done under the direction of Mr. Joel L. Bacon, Super- intendent of Austin Farm, is	180 50
Total	<u>\$1,561 22</u>

The purchases were made from the following parties:
W. C. Strong & Co., Parsons Sons & Co., B. M. Watson,
R. B. Parsons & Co. and J. W. Manning.

The Commissioners are of the opinion that the time has arrived when all public and private interests require that park improvements should be carried forward.

Respectfully submitted,

CHARLES H. DALTON,
WILLIAM GRAY, JR.,
HENRY LEE,

Commissioners.

Boston, January 26, 1880.

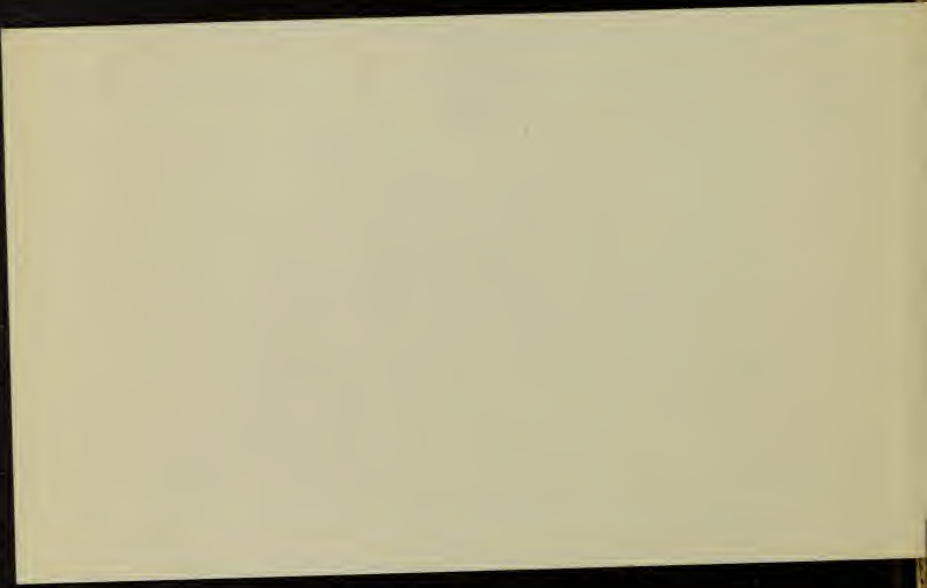
WITH THE COMPLIMENTS OF

CHARLES H. DALTON.

WM. GRAY, JR.

HENRY LEE.

COMMISSIONERS OF PARKS.



[DOCUMENT 12 — 1881.]

CITY OF



BOSTON.

SIXTH ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS OF THE
DEPARTMENT OF PARKS,

FOR THE CITY OF BOSTON,

FOR THE YEAR 1880.

To the Honorable the City Council of the City of Boston: —

Section 15 of the Act of 1875, Chapter 185, entitled "An Act for the laying out of Public Parks in or near the City of Boston," requires that the Board of Park Commissioners "shall annually, in the month of January, make to the City Council of Boston a full report of its doings for the preceding year, including a detailed statement of all their receipts and expenditures."

In accordance therewith the Commissioners have the honor to submit the following report: —

FINANCIAL STATEMENTS.

I.

*Receipts and Expenditures of the Department for the year
1880.*

BACK BAY PARK LAND ACCOUNT.

Balance unexpended, Dec. 31, 1879	\$26,309 10
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EXPENDITURES.

Amount paid for land purchased in 1880	\$3,570 73
Balance unexpended, Dec. 31, 1880	22,738 37
	<u>\$26,309 10</u>

PUBLIC PARK, BACK BAY APPROPRIATION.

Balance unexpended, Dec. 31, 1879 . . .	\$48,018 52	
Appropriation for the financial year 1880-81 . . .	214,000 00	
		<u>\$262,018 52</u>

The expenditures from this appropriation, from Jan. 1 to Dec. 31, 1880, have been as follows:—

BACK BAY PARK CONSTRUCTION ACCOUNT.

Filling.

Amount paid for filling done by the Boston & Albany Railroad under its contracts dated June 20, 1879, Jan. 28, April 29, and June 1, 1880,	\$88,137 68	
Paid cartmen for 1,021 squares filling,	2,552 26	
Superintendence and measuring filling,	1,747 75	
Culverts — labor and materials . . .	694 82	
Engineering, soundings, and borings .	241 63	
Grading — paid foremen and laborers,	151 89	
Advertising on account filling . . .	127 29	
Superintendent's expenses, etc. . .	63 70	
Tools and implements	8 04	
Printing	6 40	
		<u>\$93,731 46</u>

Boylston Street Bridge.

Amount paid I. A. Sylvester under his contract dated Sept. 28, 1880, for foundations and abutments . . .	6,630 13	
Engineering, soundings, etc.	109 40	
Advertising	48 00	
Printing	16 23	
		<u>6,803 76</u>

Plans and Designs.

Landscape Architect Advisory . . .	\$1,512 00	
Draughting	24 00	
		<u>1,536 00</u>

Beacon Entrance Bridge.

Amount paid Boston & Albany Railroad Company for easement for bridge abutments . . .	168 63	
		<u>\$102,239 85</u>

BACK BAY PARK BETTERMENT ACCOUNT.

Clerical services in examining records at Registry of Deeds and Assessors' office	\$967 50	
Advertising	841 75	
Draughting	99 00	
Stationery	65 35	
Printing	4 61	
		<u>1,978 21</u>
Balance unexpended, Dec. 31, 1880		157,800 46
		<u>\$262,018 52</u>

PARK COMMISSIONERS' REPORT.

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DEPARTMENT APPROPRIATION.

Balance of department appropriation, Dec. 31, 1879	\$3,333 82
Amount of department appropriation for the financial year 1880-81	5,000 00
	<hr/>
	\$8,333 82

The expenditures from this appropriation from Jan. 1 to Dec. 31, 1880, have been as follows:—

BACK BAY PARK CONSTRUCTION ACCOUNT.

Office and General Expenses.

Salary of secretary and clerk	\$2,325 00
Printing	531 83
Office boy	172 50
Stationery	128 94
Office expenses	93 78
Drawing materials	48 25
Maps and plans	35 00
	<hr/>
	\$3,335 30

Plans and Designs.

Landscape Architect Advisory	560 00
	<hr/>
	\$3,895 30

BACK BAY PARK BETTERMENT ACCOUNT.

Clerical services in examining records at Registry of Deeds and Assessors' office	\$816 00
Printing	220 16
Advertising	67 13
	<hr/>
	1,103 29

GENERAL ACCOUNT.

Arnold Arboretum.

Examining records	\$133 12
Printing 3,500 maps for report	128 00
Surveyors and assistants	109 50
Draughting plan for report	48 12
Surveying expenses	7 97
	<hr/>
	\$426 71

West Roxbury Park.

Examining records	\$223 43
Printing report, including map	40 05
Draughting	8 00
	<hr/>
	271 48

Charles River Embankment.

Printing 3,000 maps for report	\$43 31
Draughting	16 00
	<hr/>
	59 31

Carried forward	757 50	\$4,998 59
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<i>Brought forward</i>	\$757 50	\$4,998 59
<i>Indexing Plans.</i>		
Draughtsman	210 00	
<i>Highland Park.</i>		
Advertising notice of hearing	34 30	1,001 80
Balance unexpended, Dec. 31, 1880		2,333 43
		<u>\$8,333 82</u>

PARK NURSERY APPROPRIATION.

Balance unexpended, Dec. 31, 1879	\$414 95	
Appropriation for the financial year, 1880-81	1,000 00	\$1,414 95
		<u><u>\$1,414 95</u></u>

The expenditures from this appropriation from Jan. 1 to Dec. 31, 1880, have been as follows:—

Labor	\$197 00	
Balance unexpended, Dec. 31, 1880	1,217 95	\$1,414 95
		<u><u>\$1,414 95</u></u>

INCOME.

Received from sale of marsh grass and paid to City Collector on account Public Park Sinking Fund	\$35 00
	<u><u>\$35 00</u></u>

II.

Summary of Receipts and Expenditures on account of Back Bay Park Construction from July 23, 1877, to Dec. 31, 1880.

RECEIPTS.

From appropriations for Park Department	\$14,829 63	
From appropriations for Public Park, Back Bay	225,178 93	\$240,008 56
		<u><u>\$240,008 56</u></u>

EXPENDITURES.

Filling	\$212,315 41	
Office and general expenses	8,619 70	
Boylston Street bridge	6,803 76	
Plans and designs	6,628 90	
Engineering	5,472 16	
Beacon Entrance bridge	168 63	\$240,008 56
		<u><u>\$240,008 56</u></u>

PARK COMMISSIONERS' REPORT.

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III.

Receipts and Disbursements of the Department from the Organization of the Board, Oct. 8, 1875, to Dec. 31, 1880.

PUBLIC PARK CONSTRUCTION AND MAINTENANCE.

Receipts.

Public Park Loan	\$450,000 00	
Appropriations, less transfers and merged balances	428,393 71	
	<hr/>	\$878,393 71
		<hr/>

Disbursements.

Back Bay Park land account	\$443,261 63	
Back Bay Park construction account	240,008 56	
General account	9,251 26	
Park Nursery, Austin Farm	1,782 05	
Balance unexpended, Dec. 31, 1880	184,090 21	
	<hr/>	\$878,393 71
		<hr/>

PUBLIC PARK DEBT AND SINKING FUND.

Receipts.

Annual appropriations for Sinking Fund	\$108,000 00	
Back Bay Park betterment	88,885 05	
Annual appropriations for interest on debt	60,750 00	
Interest on bank deposits and investments	8,785 16	
From appropriations for Public Park, Back Bay and Park Department	4,008 30	
Income from sale of marsh grass	112 75	
	<hr/>	\$270,541 26
		<hr/>

Disbursements.

Public Park Sinking Fund	\$205,782 96	
Interest on Public Park Debt	55,687 50	
Back Bay Park betterment account	4,008 30	
Balance of interest on debt not due	5,062 50	
	<hr/>	\$270,541 26
		<hr/>

DEBT STATEMENT.

The Public Park Debt, Dec. 31, 1880, to be paid as it becomes due from the resources of the Public Park Sinking Fund.

Public Park, Back Bay, Loan, due Oct. 7, 1887	\$450,000 00	
Less the means in the Sinking Fund for paying the same, Dec. 31, 1880	205,782 96	
	<hr/>	
Debt, less means for paying		\$244,217 04
		<hr/>

SINKING FUND STATEMENT.

Resources of the Public Park Sinking Fund, Dec. 31, 1880, in hands of Sinking Fund Commissioners; being bonds of the City of Boston and cash, with the dates when the bonds become due.

Albany Street Damages, March 1, 1887	\$30,000 00
Public Park, Back Bay, Oct. 1, 1887	75,000 00
Northampton Street District, July 1, 1889	2,000 00
Widening Commercial Street, Oct. 1, 1889	42,000 00
<hr/>	
Total Investments	\$149,000 00
Cash	56,782 96
<hr/>	
Total Resources	<u>\$205,782 96</u>

BACK BAY PARK.

The appropriations of 1880, for the work on the Back Bay Park, were : —

For gravel filling	\$98,000 00
For structures (of which \$30,000 was for foundations of Beacon Entrance and Boylston Street bridges, and \$34,000 for masonry for same to mean high-tide)	116,000 00
<hr/>	
Total	<u>\$214,000 00</u>

The work of filling on the western boundary road was continued by the Boston and Albany Railroad Company, under its contract of June 20, 1879, at \$3.45 per square, until January 28, 1880, when a new contract was made with the railroad company for filling the location of the proposed bridge on the extension of Boylston Street within the park, at \$3.25 per square, under which 5,800 squares of gravel filling have been delivered.

On April 24, 1880, proposals were advertised for, for filling on the southern boundary road, and on June 3, the proposal of the Boston and Albany Railroad Company, for doing the work at \$3.45 per square, was accepted and a contract signed.

About 15,673 squares of gravel filling have been deposited to December 31, on the marginal road along the western and southern boundary of the park, between the railroad and Huntington Entrance, and 6,360 feet of roadway filled to about grade eighteen of a general width of fifty feet.

PARK COMMISSIONERS' REPORT.

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Huntington Entrance has been nearly filled by the Sewer and Improved Sewerage departments, with earth brought in carts, from work under their charge, the amounts being 21,702 and 2,370 loads, respectively.

Pursuant to an agreement between the City of Boston and other owners of the territory bounded by Beacon Street, West Chester Park, the Boston and Albany Railroad, and Brookline Avenue, for the joint filling of that territory, a contract was made April 29, 1880, with the Boston and Albany Railroad Company, for filling the Beacon Entrance at \$3.20 per square. There have been deposited upon the whole territory to Dec. 31, 1880, 37,350 squares, of which 6,847 squares were deposited upon the Beacon Entrance, the whole to be completed Aug. 1, 1881.

A small amount of filling has been received by teams, amounting to 1,021 squares, and the Health Department has furnished 12,376 loads of ashes to July 30, since which no filling by that Department has been done.

A contract was made Sept. 28, 1880, with Isaac A. Sylvester, for building the foundations for the bridge on the extension of Boylston Street over the outlet of Back Bay, the work to be finished June 1, 1881.

Under a special appropriation and order placing the direction of the work in charge of this Department, the covered channel for Stony Brook has been built by day labor from a point opposite the present outlet of that stream to the Boylston Entrance, 1,700 feet, and the pile foundation and platform for the overflow gate-chamber is nearly ready for the masonry. Although being largely within park territory it is not a work of park construction proper, and the expenditures do not enter into the accounts of this Department.

All the above work has been done under the direction of Mr. Wightman, City Engineer.

BETTERMENTS.

Of the 618 assessments made upon estates for benefit derived from the locating and laying out of the Back Bay Park, more than three-fifths, or 388, have been paid in full. 104 assessments, amounting to \$251,000, are apportioned to be paid with the ordinary taxes in three annual instalments, the first of which is now being paid, and 126 assessments remain which have neither been paid nor apportioned, amounting to \$101,831; the total receipts of the City Collector for betterments and interest, to December 31, 1880, being \$88,885.05.

Petitions, by parties aggrieved by their assessments, have

been made in the case of 114 estates to have the amount of the benefit received by these estates assessed by a jury of the Superior Court, as provided in the park act. The amount of assessments involved is \$291,427, of which the Boston Water Power Company represents \$182,955.

In this connection it is instructive to observe the changes in the tax valuations of the lands assessed for betterment which have taken place since 1877, as evidence, favorable or otherwise, of the judgment of the Commissioners in fixing the assessments as they did.

So far as this evidence is admissible it indicates that the amount of betterment assessment was upon a conservative basis, and far below the actual benefit derived from the laying out of the park.

The Assessors' valuation of the lands assessed for betterment was

In 1877, before the establishment of the park	. \$11,143,751
In 1878, after	. . . . . 12,290,392
In 1879	. . . . . 12,855,664
And in 1880	. . . . . 16,529,900

Showing an increase in 1880 over 1877 of . \$5,386,149

Or $48\frac{3}{10}$ per cent., and yielding an increase of revenue in 1880 at the rate of \$15.20 per M. of . \$81,869.46

which is the present monetary value of the park as affecting the city's income, representing a value of \$2,000,000 at four per cent., and which justifies the opinion heretofore expressed by the Board that the park is not a tax upon the city at large, but that the increased taxes from the surrounding property pays its cost.

This increase of valuation is upon land alone, and does not include the buildings. The valuation of the land in the rest of the city during the same time, 1877 to 1880, was reduced \$36,990,149.

The following letter was addressed to His Honor the Mayor, March 17, 1880:—

PARK DEPARTMENT, March 17, 1880.

To His Honor FREDERICK O. PRINCE, *Mayor*:—

SIR,—The undersigned, Commissioners of Parks, respectfully ask your attention to the following statement of the operations of the city in connection with the Back Bay Improvement as affecting municipal finances. The information will not be new to you as you are familiar with the various departments of the city government, which, in some measure, are influenced by this work. It will, however, be found interesting and instructive not only to owners of estates adjacent to the improvement, but especially to citizens at large, who may very naturally

PARK COMMISSIONERS' REPORT.

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be under the impression that their property is being additionally taxed for the benefit of a particular section of the city. The reverse is true. The tax rate is already favorably influenced by the purchase of park lands, and, in the opinion of the undersigned, will so continue to be in an increasing ratio, in succeeding years. An informal statement, such as this is intended to be, is the only way by which knowledge can be given necessary to an understanding of the premises, as the official reports of the various departments cannot so group the facts as to give the information.

Cost of 106 acres on Back Bay for park and surrounding streets	\$465,226 10
Betterments assessed upon adjacent estates	\$431,972 00
Increased valuation by Tax Assessors on adjoining estates, in consequence of purchase, in 1878 over 1877, \$1,146,641.00.	
Taxes on said increase in 1878, at \$12.80 per M.	14,677 00
Increased valuation by Tax Assessors on adjoining estates, in consequence of purchase, in 1879 over 1877, \$1,711,913.00.	
Taxes on said increase in 1879, at \$12.50 per M.	21,399 00
	<hr/>
	\$468,048 00
Less loss in taxes on purchased lands for 1878 and 1879	11,770 00
	<hr/>
	\$456,278 00
Amount of overdue unpaid taxes deducted from purchase money due the Boston Water Power Company	\$45,234 19

The city has been unable to collect these taxes previously, owing to the intricate complications with which the Boston Water Power Company was embarrassed. The 106 acres include, as directed by the City Council, the areas for the surrounding streets, amounting to about 613,000 feet, costing, at ten cents per foot, \$61,300. This expenditure is of the same nature as ordinary damages paid for land taken for streets throughout the city, and, for the purposes of this examination, should be eliminated from the cost of park lands proper.

RECAPITULATION.

Total cost of 106 acres	\$465,226 10
Less 613,000 feet for streets	61,300 00
	<hr/>
Cost of park lands proper	\$403,926 10
Betterments	\$431,972 00
Increase of taxes on increased valuation for two years	\$36,076 00
Less loss in taxes on lands bought	11,770 00
	<hr/>
Net increased taxes	24,306 00
	<hr/>
	\$456,278 00
Gain to City Treasury	\$52,351 90
Amount overdue unpaid taxes secured	45,234 19
	<hr/>
	<u>\$97,586 09</u>

The total expenditures in 1878 and 1879 for the improvement of lands purchased were \$118,583.95, all of which were for streets, and none for the park proper.

The Park Commissioners do not criticise the wisdom of the City Council in imposing upon this Department the duties of buying land for streets, and constructing the same, and of having charged to their account the cost of these public works which, heretofore, were exclusively the function of other departments; but nevertheless mention the matter, that it may be properly understood by such citizens as interest themselves in municipal affairs. While these streets will legally remain in charge of the Park Commissioners, they will correspond in their uses to the streets bordering upon the Common and Public Garden, namely, Tremont, Boylston, Arlington, Beacon, Charles, and Park streets.

In their report of 1876 the Commissioners expressed the opinion that within a limited period from the time of the purchase of park lands, the rate of taxation would thereby be reduced rather than increased. This opinion was based upon the actual results attained in other cities under similar circumstances, and its soundness is already apparent in Boston.

The annual interest on the bonds issued and to be issued in payment of the Back Bay lands, including streets, at 4½ per cent., is .	\$20,935 17
Increase of taxes on increased valuation in 1879, as above,	21,399 00
Overplus	\$463 83

The transactions already made in lands adjacent to the Back Bay Park since last May indicate a large advance over last year in values, which will materially augment the amounts received from taxes, and consequently the overplus.

Respectfully,

C. H. DALTON,
WM. GRAY, Jr.,
HENRY LEE,
Commissioners.

This public work as a financial scheme has thus already passed beyond the point of experiment, and may be looked upon as a means of steadily reducing the rates of taxes throughout the city in the future as in the past, provided the work of improvement is prosecuted as rapidly as it can be economically done.

For the same reason the extension of Boylston Street, outside the park limits, both to the east and west, should receive early attention. That portion of this important avenue lying within the park, including the bridge over the waterway, is in progress, and to make it available for other purposes than as a part of the surrounding park road this extension is essential. It will also make available for improvement many lands upon which betterments have been assessed and which have paid increased taxes during the past three years.

MUDDY RIVER.

In a special report to the City Council, Dec. 17, 1874, the City Board of Health says : —

There are several places in which the evil (sewage deposits) is so great that we mention them in particular :—

First.—The old Roxbury Canal, crossing under Albany Street, near Chester Park.

Second.—The Stony Brook sewer discharging upon the Back Bay flats.

Third.—The Muddy Brook sewer, between Brookline Avenue and Downer Street in Ward 15.

In subsequent reports the same Board calls attention to the fact that the construction of a new system of sewerage will not abate the nuisances already existing at these points, and that nothing short of dredging or filling up the infected flats will remedy the evil.

The efforts of the Board have resulted in the abatement of two of these nuisances by the City Governments of 1877 and 1878.

First, by the purchase and establishment of the public park on the Back Bay, a sanitary measure.

Second, by the purchase and filling of the old Roxbury Canal property at a cost of \$371,000 ; while the third, or Muddy River, is yet unprovided for.

The delay in the latter has been due, in a measure, to the peculiarity of its position, it being the boundary between Brookline and Boston, and the difficulty of agreeing upon a remedy for the evil complained of that would be mutually satisfactory, and secure joint action by the city and town ; and not from any lack of necessity for sanitary reasons.

The large cost of any measure looking to the contraction of the stream within narrow limits, by a new and straight channel to Charles River, and the filling of the old river-bed, has also operated unfavorably to the adoption of any plan promising adequate relief. Such a measure, in addition to its excessive cost, while allowing damages to property which would require to be taken, does not admit of betterment assessments, nor promise any advance in values of neighboring property, which would reimburse the city for its expenditure.

In the sixth report of this Board, December 29, 1877, mention was made of the Act of the Legislature of 1872, chap. 267, whereby the town of Brookline and the city of Boston were empowered to divert the waters of Muddy River so as to make them flow in a more direct line to Charles River, through the lands of any person or corporation as they

shall adjudge to be necessary for the public convenience or the public health, and the Board says, "It is for the interest of the town and city that united action should be taken at once, as authorized by the act," and recommends, "that the subject receive early attention, both for sanitary reasons and to facilitate the improvement of the park and adjacent territory."

The subject is again referred to in the report of 1879, as follows : —

During the past year the subject of the disposition of the waters of Muddy River has also been before the City Government, and was referred to a joint committee.

The Town of Brookline, in whose territory the river chiefly lies, also appointed a special committee of its citizens, with authority to negotiate with the city in the premises, inasmuch as joint action on the part of the city and town is necessary. No progress has been made. It does not appear that any serious engineering difficulties exist to prevent the accomplishment of this mutually important improvement; and the Commissioners urge that action be taken early in the current year to divert these waters into Charles River, by some route west of Brookline Avenue, as a necessary antecedent to their work within the park, into which these waters now flow. The Commissioners cannot consent to the admission of this river into the park, over whose head-waters the city exercises no control.

And also, in 1880, the Board says : —

Before any important work can be done in developing the Back Bay Park, it is imperative that the improvements heretofore contemplated for controlling the waters of Muddy River and Stony Brook be completed. The requisite legislation for carrying Muddy River in a direct course into Charles River, west of Brookline Avenue, by the joint action of the City of Boston and Town of Brookline, exists.

The sewerage from the lower part of Brookline is now carried into Charles River by a new drain; but nevertheless most of the surface-wash and swamp-water of that unsavory region of the town bordering upon the city is still brought into the Back Bay, adding to the defilement of the water and contamination of the air in the immediate vicinity of the most rapidly growing part of the city.

Stony Brook has since been provided for by a special appropriation to carry it under ground to Charles River.

During the past summer the Board has given consideration to the subject of the comprehensive treatment of the Muddy River region, under the Act of the Legislature of 1875, chapter 185, which authorizes the assessment of betterments, and with this view has had a preliminary examination made by Mr. Olmsted, and a plan suggested which would be mutually advantageous to the city and town, and offers a solution of the matter at the least eventual cost, both from the direct

returns in the way of betterments which can be assessed, and the annual increase of tax receipts from increased valuations and improvements. Mr. Olmsted's report follows.

SUGGESTIONS FOR THE IMPROVEMENT OF MUDDY RIVER.

To the Commissioners of Parks:—

GENTLEMEN,—In a plan which I had the honor, in conjunction with the City Engineer, to submit to you a year ago, the drainage difficulties of Back Bay were proposed to be met by forming a part of it into a basin in which water would, under ordinary circumstances, be maintained at a nearly uniform level, but in which, when an unusually high tide would for a few hours prevent outflow, a larger amount could be harmlessly stored. Public roads were to be laid out around and across this basin, and its banks to be planted, and otherwise treated picturesquely.

The plan was adopted, and with the concurrence of the City Council work is now advancing under it. In presenting it last January to the Council, you pointed out that while its scope was limited to that part of the Back Bay which had some years before been placed in your charge with a view to a public park, the evils which it was designed to meet would still remain to be dealt with in that arm of the bay known as Muddy River.

The question has since been raised whether the best plan for this purpose might not be found in extending a corresponding arm of the Back Bay basin to the head of tide-water in Muddy River, and the present report is designed to present this suggestion (as far as practicable in advance of surveys and mature study) in a form to invite preliminary discussion.

The tidal part of Muddy River above the basin now under construction has the usual character of a salt creek winding through a valley, the marshy surface of which, lying from fifteen to twenty feet below the general level of the adjoining uplands, is partially submerged at extreme high-water. The tide ordinarily flows to a point about a mile above the basin. Streets have been laid out upon the uplands upon no continuous system; those of each side independently, and regardless of what may be eventually required in the low lands; the leading motive being to make small bodies of land immediately available, at little cost, for suburban residences.

The city is rapidly advancing in compact blocks towards the region, and public convenience will, before many years, require a more comprehensive treatment of it.

It usually happens when a town is building up on both



sides of a small water-course and valley that the sanitary and other disadvantages of the low ground prevent it from being much occupied, except in a way damaging to the value of the adjoining properties. In process of time the stream and valley and the uses to which they are put, come to be regarded as a nuisance; and radical measures, such as the construction of a great underground channel, and the filling up of the valley, are urged as the only adequate remedy. The cost of these, and the local disturbance they make, excite opposition to them; their complete beneficial operation is long delayed, and the character of the district becomes so strongly fixed before this period is reached that it can only be partially changed. Though necessary, therefore, to public health and to convenience of general transit through the district, the result in the increased tax-bearing capacity of the locality is no compensation for the required outlay.

As an alternative to such a possible course the policy now suggested for Muddy River would look to the preservation of the present channel with certain modifications and improvements adapted to make it perma-

nently attractive and wholesome, and an element of constantly increasing advantage to the neighborhood. Except where the valley is now narrowest, it would be reduced in width by artificial banks, so that the river with its shores would everywhere have a general character, resembling that which it now has near Longwood bridge, only that its water would be kept at a nearly uniform level, and guarded from defilement by intercepting sewers and otherwise. The Brookline margin would be the broadened base of the present railroad embankment, bearing a woody thicket. The opposite or Boston bank would

have an elevation above the water of ten feet where wholly artificial, rising where the natural bank is used to twenty feet. Upon this would be laid out a public way ninety feet wide in continuation of that now forming upon the Back Bay basin; divided like that into foot, carriage, and saddle courses, and designed to serve as a public promenade along the river bank, as well as a trunk line giving an element of continuity to the street system of the neighborhood.

It is proposed that this parkway should be continued along the small water-course above and through the valley to Jamaica Pond, which would add another mile to its length. There are three smaller ponds near the head of the valley, which would thus be skirted, and below them a large marsh, which, though formerly reached by the tide, is now a fresh-water swamp, and cannot long remain in its present condition without great peril to the health and life of the increasing population of the adjoining parts, both of Boston and Brookline. Physicians practising in the neighborhood believe it to have been already the source of serious epidemics.

The supply of water to it from local springs is supposed to be large enough to maintain a pond to be formed by a dam at the lower end, by which it would be changed from a foul and noisome to a pleasing and healthful circumstance. The property is of little value speculatively, and of none otherwise, and the improvement thus projected would be neither difficult nor costly. If the fresh-water supply should finally be thought insufficient for the purpose, it would be possible to extend the salt-water basin to cover the ground. The swamp-soil excavated would be of value for covering the slopes below, and the operation would not be costly.

Adopting either expedient, the result would be a chain of pleasant waters, including the four closely adjoining ponds above the swamp, extending from the "mill-dam" on Beacon Street to the far end of Jamaica Pond, all of natural and in some degree picturesque outline, with banks wooded and easily to be furnished with verdure and foliage throughout. Except at one point where there are about a dozen cheaply-built wooden dwellings and shops, the whole would be formed on land of little value, occupied by no buildings, and for no productive purposes, and all of it now in a condition hazardous to public health.

Such a chain of waters, even if connected and having a sweeping current, always becomes objectionable in a town, when streets are so laid out that its immediate borders are private property, or have private properties backing upon them. In such case it is found necessary to give it the char-

acter of a canal, to wall its banks with masonry, and, if the water supply greatly fluctuates, to take other measures to prevent its becoming a nuisance. At the best it is an eyesore. But if uniformly filled, its banks made comely, and kept neatly, in the usual manner of public parks, and if no private property is allowed to abut upon them, any natural water-course will be attractive and wholesome.

On the other hand, private property looking upon the parkway would at small cost be well drained; there would be nothing objectionable in its rear but in general a pleasant neighborhood, already formed, and, as it would lie midway between an attractive urban and an attractive suburban residence district, agreeably connected, there would be no doubt as to its ultimate character, or that it would be rapidly taken up for dwellings of a superior class. This prospect would have an immediate favorable influence on adjoining properties, and the entire operation would be attended by an advance of market and taxable values securing the city a rapid return for its outlay.

The indirect course of the parkway, following the river bank, would prevent its being much used for purposes of heavy transportation. It would thus, without offensive exclusiveness or special police regulation, be left free to be used as a pleasure route.

The Brookline Branch Railroad and the drive of the parkway, where they come nearest together, would be 200 feet apart, and there would be a double screen of foliage between them.

Taken in connection with the mall upon Commonwealth Avenue, the Public Garden and the Common, the parkway would complete a pleasure-route from the heart of the city a distance of six miles into its suburbs. These older pleasure-grounds, while continuing to serve equally well all their present purposes, would, by becoming part of an extended system, acquire increased importance and value. They would have a larger use, be more effective as appliances for public health, and every dollar expended for their maintenance would return a larger dividend.

The scheme offers hardly less advantage to Brookline than to Boston, and a plan of equitable coöperation in carrying it out is probably feasible.

If the interests of the city required that the region affected should be largely occupied for manufacturing and commercial purposes, and that for this reason it should be provided with frequent, continuous, and direct lines of communication upon easy grades, the proposition would be more open to objection. But such provisions would be very costly, and if the tendency



PARK COMMISSIONERS' REPORT.

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at present manifest on every side to make the district a residence quarter, with only such provisions for trade as local convenience may call for, is not desirable to be checked, then the suggestion would seem to offer a much-needed sanitary improvement at moderate cost, and with a promise of large incidental profits.

Respectfully,

FREDERICK LAW OLMSTED.

Boston, December, 1880.

ARNOLD ARBORETUM.

By an order of the City Council, passed May 3, 1880, this Board was requested to report, at as early a date as possible, what terms can be made with the President and Fellows of Harvard College, and what action it recommends under acts of the Legislature of 1880, chapter 144, entitled, "An Act to authorize the connection of the 'Arnold Arboretum' with the system of parks of the City of Boston;" and the report of the Board with its recommendations in the premises, was made to the Council Oct. 21, 1880, (City Doc. 118), to which your attention is respectfully called.

In a report to the President of the University concerning the condition and progress of the Arboretum for the year ending Aug. 31, 1880, the director, Mr. C. S. Sargent, says:—

The permanent planting of the collections of living plants has again been delayed. It was expected that, at least, a portion of the collections in nursery could have been arranged during the year. The negotiations, however, with the City of Boston, referred to in my last report, for a joint occupancy of the Arboretum by the university and the city, in connection with the system of public parks, are still pending. Public opinion now seems to strongly favor such an arrangement, but as it would, if carried into effect, modify the boundaries of the Arboretum, and considerably enlarge the area to be treated, it is not practicable to begin planting the collections until this arrangement is either finally adopted or rejected.

This delay is greatly to be regretted. It postpones the real work and usefulness of the Arboretum, which, in one direction, can only begin when it is arranged and opened to the public. Many of the trees in the nurseries have reached or are fast approaching a size which will preclude their successful removal into permanent positions; so that much of the earlier work of preparation must be recommenced unless a definite decision in regard to the future of the Arboretum is soon reached.

The necessary legislative action and the terms for an agreement between the city and the college authorities having been completed, it only remains for your honorable body to authorize the Commissioners to proceed as recommended in their report previously referred to.

Respectfully submitted,

CHARLES H. DALTON,
WILLIAM GRAY, JR.,
HENRY LEE,

Commissioners.

BOSTON, January 29, 1881.

WITH THE COMPLIMENTS OF

CHARLES H. DALTON.

WM. GRAY, JR.

HENRY LEE.

COMMISSIONERS OF PARKS.

1891-1892

1892-1893

1893-1894

1894-1895

[DOCUMENT 16 — 1882.]



SEVENTH ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS OF THE
DEPARTMENT OF PARKS,

FOR THE CITY OF BOSTON,

FOR THE YEAR 1881.

To the Honorable the City Council of the City of Boston:—

Section 15 of the Act of 1875, Chapter 185, entitled "An Act for the laying out of Public Parks in or near the City of Boston," requires that the Board of Park Commissioners "shall annually, in the month of January, make to the City Council of Boston a full report of its doings for the preceding year, including a detailed statement of all their receipts and expenditures."

In accordance therewith the Commissioners have the honor to submit the following report:—

FINANCIAL STATEMENTS.

I.

Receipts and Expenditures of the Department for the year 1881.

BACK BAY PARK LAND ACCOUNT.

Balance unexpended, Dec. 31, 1880	\$22,907 00
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EXPENDITURES.

Amount paid for land purchased in 1881 . . .	\$981 79
Balance unexpended, Dec. 31, 1881 . . .	21,925 21
	<u>\$22,907 00</u>

PUBLIC PARK, BACK BAY APPROPRIATION.

Balance unexpended, Dec. 31, 1880	\$157,800 46	
Appropriation for the financial year 1881-82	202,000 00	
		<u>\$359,800 46</u>

The expenditures from this appropriation, from Jan. 1 to Dec. 31, 1881, have been as follows:—

BACK BAY PARK CONSTRUCTION ACCOUNT.

Filling.

Amount paid for filling done by the Boston & Albany Railroad Co. under its contracts dated April 29, June 1, and Nov. 4, 1880	\$94,231 37	
Paid Sewer Department for filling	4,769 60	
Superintendence and measuring filling,	1,740 75	
Culverts and ditches	516 25	
Engineering expenses	83 78	
Printing	27 21	
		<u>\$101,368 96</u>

Boylston Street Bridge.

Amount paid I. A. Sylvester under his contract dated Sept. 28, 1880, for foundations and abutments	\$37,064 24	
Materials of construction, freight and charges	4,618 30	
Expenses of construction, labor and materials	1,733 45	
Engineering expenses and superin- tendence	554 30	
Fuel, supplies, carting, etc.	11 08	
		<u>43,981 37</u>

Railroad Bridge.

Amount paid I. A. Sylvester under his contract dated April 12, 1881, for piers, abutments, and wing-walls	\$24,054 49	
Amount paid D. H. Andrews for superstructure and erection of same,	4,448 80	
Engineering expenses, soundings, etc.,	337 87	
Advertising	62 50	
Printing	20 68	
		<u>28,924 34</u>

Beacon Entrance Bridge.

Materials of construction, freight and charges	\$15,886 04	
Expenses of construction, labor and materials	11,751 04	
Fuel, supplies, carting, etc.	632 28	
		<u>28,269 36</u>

Amount carried forward, \$202,544 03

PARK COMMISSIONERS' REPORT.

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Amount brought forward, \$202,544 03

Excavating and Grading.

Expenses of excavating, labor and materials	\$4,086 43	
Dredger and scows, materials and labor	227 19	
Fuel, supplies, carting, etc.	160 80	
	<hr/>	4,474 42

Machinery, Tools, etc.

Hoisting engine, derrick and rigging, tools, etc.	2,561 12
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Plans and Designs.

Landscape Architect Advisory	1,566 63
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Retaining Walls.

Materials of construction, freight and charges	\$125 00	
Expenses of construction, labor and materials	272 43	
	<hr/>	397 43

Balance unexpended, Dec. 31, 1881	148,256 83	
	<hr/>	\$359,800 46

DEPARTMENT APPROPRIATION.

Balance of Department appropriation, Dec. 31, 1880	\$2,333 43
Amount of Department appropriation for the financial year 1881-82	5,000 00
	<hr/>
	\$7,333 43

The expenditures from this appropriation, from Jan. 1 to Dec. 31, 1881, have been as follows:—

BACK BAY PARK CONSTRUCTION ACCOUNT.

Office and General Expenses.

Salary of secretary and clerk	\$2,500 00	
Printing	184 56	
Office boy	112 50	
Stationery	72 45	
Maps and plans	14 00	
Office expenses	13 59	
	<hr/>	\$2,897 10

Plans and Designs.

Landscape Architect Advisory	\$544 00	
H. H. Richardson, Architect	500 00	
	<hr/>	1,044 00
		<hr/>
		\$3,941 10
		<hr/>
Amount carried forward,		\$3,941 10

Amount brought forward,

\$3,941 10

GENERAL ACCOUNT.

Muddy River Improvement.

Printing 3,000 maps for report of 1880,	\$162 00	
Printing 2,000 copies each of two plans for report of 1881	160 00	
Maps and plans, mounted and on poles,	10 80	
	<hr/>	\$332 80

West Roxbury Park.

Mr. Olmsted's expenses for self and assistants in examination of grounds, etc., for Committee on Parks . . .	\$66 62	
Clerical services in copying Assessors' records	6 00	
	<hr/>	72 62

Square.

(Junction of Boylston Street and Huntington Avenue.)

Printing report on laying out the land bounded by Boylston Street, Huntington Avenue, and Dart- mouth Street as a public park	10 15	
	<hr/>	415 57
Balance of 1880-81 appropriation, merging at end of financial year		232 03
Balance unexpended, Dec. 31, 1881		2,744 73
		<hr/>
		\$7,333 43
		<hr/>

MUDDY RIVER IMPROVEMENT APPROPRIATION.

Appropriation for the financial year 1881-82 for surveys, plans, and investigations	\$5,000 00
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The expenditures from this appropriation, from Jan. 1 to
Dec. 31, 1881, have been as follows:—

Plans and designs	\$1,031 25	
Surveyors and assistants	381 65	
Printing	81 81	
Surveying expenses	23 43	
	<hr/>	\$1,518 14
Balance unexpended, Dec. 31, 1881	3,481 86	
	<hr/>	\$5,000 00
		<hr/>

PARK NURSERY APPROPRIATION.

Balance unexpended, Dec. 31, 1880	\$1,217 95
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The expenditures from this appropriation, from Jan. 1 to
Dec. 31, 1881, have been as follows:—

Labor	\$96 50	
Balance unexpended, Dec. 31, 1881	1,121 45	
	<hr/>	\$1,217 95
		<hr/>

PARK COMMISSIONERS' REPORT.

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INCOME.

Received from sale of marsh grass and paid to City Collector on account Public Park Sinking Fund	\$35 00
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II.

Summary of Receipts and Expenditures on account of Back Bay Park Construction from July 23, 1877, to Dec. 31, 1881.

RECEIPTS.

From appropriations for Park Department	\$18,770 73	
From appropriations for Public Park, Back Bay,	436,722 56	
		<u>\$455,493 29</u>

EXPENDITURES.

Filling	\$313,684 37	
Boylston Street bridge	50,785 13	
Railroad bridge	28,924 34	
Beacon Entrance bridge	28,437 99	
Office and general expenses	11,516 80	
Plans and designs	9,239 53	
Engineering	5,472 16	
Excavating and grading	4,474 42	
Machinery, tools, etc.	2,561 12	
Retaining-walls	397 43	
		<u>\$455,493 29</u>

III.

Receipts and Disbursements of the Department from the Organization of the Board, Oct. 8, 1875, to Dec. 31, 1881.

PUBLIC PARK CONSTRUCTION AND MAINTENANCE.

Receipts.

Public Park Loan	\$450,000 00	
Appropriations, less transfers and merged balances	640,161 68	
		<u>\$1,090,161 68</u>

Disbursements.

Back Bay Park land account	\$444,074 79	
Back Bay Park construction account	455,493 29	
General account	9,666 83	
Park Nursery, Austin Farm	1,878 55	
Muddy River Improvement	1,518 14	
Balance unexpended, Dec. 31, 1881	177,530 08	
		<u>\$1,090,161 68</u>

PUBLIC PARK DEBT AND SINKING FUND.

Receipts.

Annual appropriations for Sinking Fund . .	\$144,000 00	
Back Bay Park betterment	142,393 08	
Annual appropriations for interest on debt . .	75,937 50	
Interest on bank deposits and investments . .	17,754 16	
From appropriations for Public Park, Back Bay and Park Department	4,008 30	
Income from sale of marsh grass	147 75	
		<u>\$384,240 79</u>

Disbursements.

Public Park Sinking Fund	\$304,294 99	
Interest on Public Park Debt	75,937 50	
Back Bay Park betterment account	4,008 30	
		<u>\$384,240 79</u>

DEBT STATEMENT.

The Public Park Debt, Dec. 31, 1881, to be paid as it becomes due from the resources of the Public Park Sinking Fund.

Public Park, Back Bay, Loan, due Oct. 1, 1887 .	\$450,000 00	
Less the means in the Sinking Fund for paying the same, Dec. 31, 1881	304,294 99	
		<u>\$145,705 01</u>

SINKING FUND STATEMENT.

Resources of the Public Park Sinking Fund, Dec. 31, 1881, in hands of Sinking Fund Commissioners; being bonds of the City of Boston and cash, with the dates when the bonds become due.

Albany Street Damages, March 1, 1887 . .	\$30,000 00	
Public Park, Back Bay, Oct. 1, 1887	75,000 00	
Northampton Street District, July 1, 1889 .	2,000 00	
Widening Commercial Street, Oct. 1, 1889 .	42,000 00	
		<u>\$149,000 00</u>
Total Investments		155,294 99
Cash		
		<u>\$304,294 99</u>

LOANS AUTHORIZED.

Loans authorized by the City Council of 1881, but not negotiated.

West Roxbury Park	\$600,000 00	
Charles River Embankment	300,000 00	
Muddy River Improvement	200,000 00	
City Point Park	100,000 00	
Arnold Arboretum	60,000 00	
East Boston Park	50,000 00	
		<u>\$1,310,000 00</u>

BACK BAY PARK.

The appropriations of 1881, for the work on the Back Bay Park, were : —

For abutments and superstructure of bridge over the Boston and Albany Railroad	\$40,000
For Boylston Street arch	62,000
For retaining-walls and general work	40,000
For gravel filling on park entrances and roadways,	60,000
<hr/>	
Total	\$202,000

The appropriation for filling has been expended, and that for retaining-walls and general work will be expended by the end of the financial year, and the unexpended balance of the appropriations for bridges will be exhausted in the prosecution of these works during the coming season.

It is the intention of the Board to ask for appropriations required to complete the construction of the Beacon Entrance, so called, between Beacon Street and Boylston Street, also the portion of Boylston Street within the park. This will require the building of the retaining and parapet walls on the semi-circular drive from Commonwealth Avenue to Boylston Street, and the filling of the streets to the intended grade. A stone curb and iron fence, on concrete foundations, will be placed upon the outside lines of the streets surrounding the basin between Commonwealth Avenue and Beacon Street, and the slopes of the water-way from Beacon Street to Boylston Street can then be graded and loamed ready for planting.

With regard to the contemplated works south of Boylston Street, the boundary road around the park and the entrances thereto should be graded to their full width, and made ready for surfacing and fencing, to enable the owners of adjoining lands to improve their property. The work of excavating and forming the interior of the basin, when begun, should be prosecuted as rapidly as possible, to avoid an unnecessary continuance of the nuisance which the digging up of the mud banks will be likely to create. The machinery necessary to do this work is contracted for, and the Engineer expects it to be delivered on the ground and set up early in March.

Loam will soon be required, and the Board is informed that there is a large amount of good material in the new basin at Framingham about to be constructed by the Water Board, and the Commissioners renew their recommendation, contained in their report for the year 1879, as follows : —

"The subject of utilizing the soil in the Sudbury River basins for the public grounds in the city, and at the same time improving the purity of the waters, was laid before the City Council of last year. Before two of the basins were filled this Board examined the quality of the soil, and found it to be adapted to the surfacing of the park. It is useless and probably deleterious where it is, and can be removed, stored, and brought to the city as required, with much greater economy than similar material can be secured in any other way.

"It is recommended that the Water Board and the Commissioners jointly be authorized to remove such portions of the soil as may be most mutually advantageous and convenient."

Estimates for all of the above works will be presented at the proper time.

For a detailed statement of the work done upon the park the preceding year, the Board refers to the report of the Engineer, which follows:—

BOSTON, January 25, 1882.

CHARLES H. DALTON, Esq., *Chairman of the Board of Commissioners of Parks*:—

SIR,—I submit, in accordance with your request, the following statement of the work which has been done, and which is now in progress, on the Back Bay Park, the execution of which has been intrusted to me by your Board:—

FILLING.

At the beginning of the year there was an uncompleted contract with the Boston and Albany Railroad Company, for the filling of the boundary road between Longwood Entrance and Huntington Entrance. The work was begun July 1, 1880, and was finally completed Jan. 27, 1881. The total amount of material delivered was 13,197 squares. The contract price was \$3.45 per square.

The supplementary contract made by your Board, Nov. 4, 1880, for the filling of the roadway between Huntington Entrance and Boylston Street, was completed May 26, 1880. The total amount of material delivered under this contract was 10,260 squares. The contract price was \$3.20 per square.

Under an arrangement with the Boston and Albany Railroad Co., made shortly after the completion of the supplementary contract, 12,120 squares of filling have been de-

livered upon the park. The material was used to widen the roadway between the Beacon Entrance bridge and also the Longwood Entrance, for grading around the Stony Brook gate-chamber and on the roadway near the chamber. This work was completed Dec. 19, 1881. The price paid per square was \$3.20.

The filling of the Beacon Entrance, under the contract made April 29, 1880, has not been prosecuted to any extent during the past year, the amount delivered being only 2,072 squares. This work cannot be completed to advantage until the construction of the retaining-walls between Commonwealth Avenue and the Beacon Entrance bridges; and the contract now in force did not contemplate the filling above grade 17.

BRIDGES.

Boylston Street Arch Bridge, over Park Water-Way.

The foundations and abutments, to a height of 3.2 feet below the apparent springing line, have been completed. A contract for two additional courses, aggregating 4 ft. 3 in. in height, has been made, and the delivery of the stones under this contract is practically completed, as only a few condemned stones remain to be replaced. The work of laying these two courses of stones is to be at once commenced, if favorable weather should prevail.

Contracts have also been made with C. T. Hall, of Belfast, Maine, for the red-granite voussoirs of both faces of the arch, and with the Cape Ann Granite Co., of Gloucester, Mass., for the seam-faced voussoirs to complete the faces of the arch. The stones are to be furnished in time to commence the work of laying as soon as the season opens.

The centring for the arch is completed, and is stored in readiness to be placed in position as soon as the weather will permit. It was not deemed advisable to set up this centring in the fall, although it was completed, for the reason that the ice, which could not be prevented except at large expense from forming around and between the supports, would probably have damaged the structure, and any work which had been laid upon it could not have been properly protected during the winter.

Beacon Entrance Bridge, over B. & A. R.R.

The foundations of the abutments and wing-walls of this bridge are completed, and have been for some time awaiting the delivery of the ashlar work for the abutments. As a measure of economy, and also to save time, it was decided to

use the stones from the Beacon Hill reservoir for this work ; but, as the bottom courses of the reservoir were also to be used for the bottom courses of the abutments, the removal and storing of the stones was necessary, until these bottom courses could be reached in the process of taking down the reservoir. These courses have very recently been delivered. A side track has been laid by the B. & A. R.R. Co., so that the stones could be transferred from the point of delivery, on the north side of the railroad, to the south side, where they were needed first, and the work of building the abutments has been commenced, and will be prosecuted whenever the weather will permit.

The plans for the iron bridge will be finished in a short time, it being the intention to have the bridge completed as soon as the abutments are in readiness to receive it.

Boston & Albany Railroad Bridge, over Park Water-Way.

The abutments and piers for about one-half of this bridge are completed, and the work upon the remainder is now being prosecuted by the contractors at night as well as day. The iron bridge is completed, except that the girders are not in the positions they will occupy when the masonry is finished. The girders for two tracks rest upon the portions of the abutments and piers already completed, and the girders for the third track are upon timber trestle-work. Trains have been running over them for more than a month. It is expected that the masonry will be finished within six weeks.

Beacon Street and Commonwealth Avenue Bridges.

The Beacon Street bridge, built under the direction of the Committee on Paving, was completed August 17, 1881, and, in connection with it, the temporary dam which enables the excavation of the Park water-way to be prosecuted without interruption by the influx of the tide. As an additional precaution against flooding from this cause, the coffer-dam used by the contractor for building this bridge has been allowed to remain, and will be kept intact until the excavation between Beacon Street and the B. & A. R.R. is completed.

The Commonwealth Avenue bridge abutments, built under the direction of the Committee on Streets, were completed Nov. 9, 1881, and a contract for the iron bridge was made Nov. 5, 1881 ; the terms of the contract requiring its completion on or before the first of February. It has, however, been impossible for the contractors for the bridge to obtain

the material with which to construct it, although, finding it useless to attempt to obtain the iron from American mills, their order for it was placed in England immediately upon the award of the contract. It is not now expected that the bridge will be in place before the first of April.

Excavation of Water-Way.

This work has been actively prosecuted on the portion of the water-way between Beacon Street and the B. & A. R.R., since the completion of the Beacon Street bridge.

Teams and a wire-rope machine excavator have been used ; and the work has been practically completed between Beacon Street and Commonwealth Avenue. It is the intention to have the excavation finished by the time the railroad-bridge is done ; but the limited capacity of the machine with which most of the work is necessarily done, as the bottom is too soft in most places for teams to work, may prevent its completion at the intended time.

The steam-dredge and scows to be used for the excavation of the water-way in the portion of the Park south of the railroad are now being built. The dredge is to be completed and ready for use on or before March 10, and the scows are being framed in the building on Albany Street which has been used for the construction and storage of the centring for the Boylston Street arch bridge.

Covered Channel of Stony Brook.

There remains of this work 1,200 feet of the conduit to complete, and the superstructure of the gate-chamber. The conduit is being built at the rate of about 30 feet per day ; the gate-chamber superstructure cannot be built to advantage until spring.

The conduit being of wood, work upon it has been prosecuted in winter as well as summer, and the early completion of this entire work will remove the only remaining obstacle to the prosecution of the excavation and grading within the limits of the park.

Respectfully,

HENRY M. WIGHTMAN,

City Engineer.

BETTERMENTS.

Of the 618 assessments made upon estates for benefit derived from the locating and laying out of the Back Bay Park, three-fourths, or 462, have been paid in full. 98 assessments, amounting to \$237,953, are apportioned to be paid with the ordinary taxes in three annual instalments, the first and second of which are now being paid, and 58 assessments remain which have neither been paid nor apportioned, amounting to \$70,160 ; the total receipts of the City Collector for betterments and interest, to December 31, 1881, being \$142,393.08.

Petitions, by parties aggrieved by their assessments, have been made in the case of 113 estates to have the amount of the benefit received by these estates assessed by a jury of the Superior Court, as provided in the park act. The amount of assessments involved is \$291,427, of which the Boston Water Power Company represents \$182,955.

The City Solicitor informs the Board in regard to the matters before the courts arising from the assessments for betterment, as follows: "The case of Dwight Foster *et al.*, petitioners for *certiorari* to vacate said assessments, has been argued, and is now waiting the decision of the Supreme Judicial Court. The suits in the Superior Court for reduction of the betterment, and the other petitions for *certiorari*, are awaiting the decision in said case. Meanwhile, the Collector has been enjoined from selling the lands to collect the assessments, the petitioners having entered into stipulations, with sureties, agreeing to pay whatever betterment may be finally adjudged by the Court to be payable on account of their respective estates."

In this connection it is instructive to observe the changes in the tax valuations of the lands assessed for betterment which have taken place since 1877, as evidence, favorable or otherwise, of the judgment of the Commissioners in fixing the assessments as they did.

So far as this evidence is admissible it indicates that the amount of betterment assessment was upon a conservative basis, and far below the actual benefit derived from the laying out of the park.

The Assessors' valuation of the lands assessed for betterment was : —

In 1877, before the establishment of the park .	\$11,143,751
In 1878, after	12,290,392
In 1879	12,855,664

PARK COMMISSIONERS' REPORT.

13

In 1880	.	.	.	.	.	.	.	\$16,529,900
In 1881	.	.	.	.	.	.	.	19,957,400

Showing an increase in 1881 over 1877 of . \$8,813,649

Or 79 per cent., and yielding an increase of revenue in 1881
at the rate of \$13.90 per M. of . . \$122,509.72

which is the present monetary value of the park as affecting the city's income, representing a value of \$3,000,000 at four per cent., and which justifies the opinion heretofore expressed by the Board that the park is not a tax upon the city at large, but that the increased taxes from the surrounding property pays its cost.

In their report of 1876 the Commissioners expressed the opinion that within a limited period from the time of the purchase of park lands the rate of taxation would thereby be reduced rather than increased. This opinion was based upon the actual results attained in other cities under similar circumstances, and its soundness is already apparent in Boston.

The tax rate is already favorably influenced by the purchase of park lands, and, in the opinion of the Commissioners, will so continue to be in an increasing ratio, in succeeding years.

This increase of valuation is upon land alone, and does not include the buildings. The valuation of the land in the rest of the city during the same time, 1877 to 1881, was reduced \$27,621,449.

New buildings have been erected upon this territory since 1877, which were valued by the assessors in 1881 at \$3,992,300, which are due, in a large measure, to the influence of the park, and from which the city derives an income this year of \$55,492.97.

The continuous rise in value of the lands, and their rapid absorption for dwellings, make it evident that the estates bordering upon the park will be required for similar uses in the near future, and that the completion of the system of park roads should be diligently prosecuted.

MUDDY RIVER IMPROVEMENT.

Under an order of the City Council, passed February 16, 1881, and an appropriation of \$5,000 for the purpose, this Board, in connection with the Brookline Park Commission, caused surveys of Muddy River to be made, and a plan designed for laying out and improving the same, — a report

upon which was made to the City Council October 24, 1881 (City Doc. 130). The plans then presented, viz.: "The first, a plan of the land proposed to be taken, as surveyed by the City Engineer, showing the contours and the boundary-line between Boston and Brookline; the second, a plan by Mr. Olmsted, for the laying out and improvement of the same," are also contained in this report.

Action in the matter was taken by the City Council by the following order, for a loan to begin this important work:—

"CITY OF BOSTON,

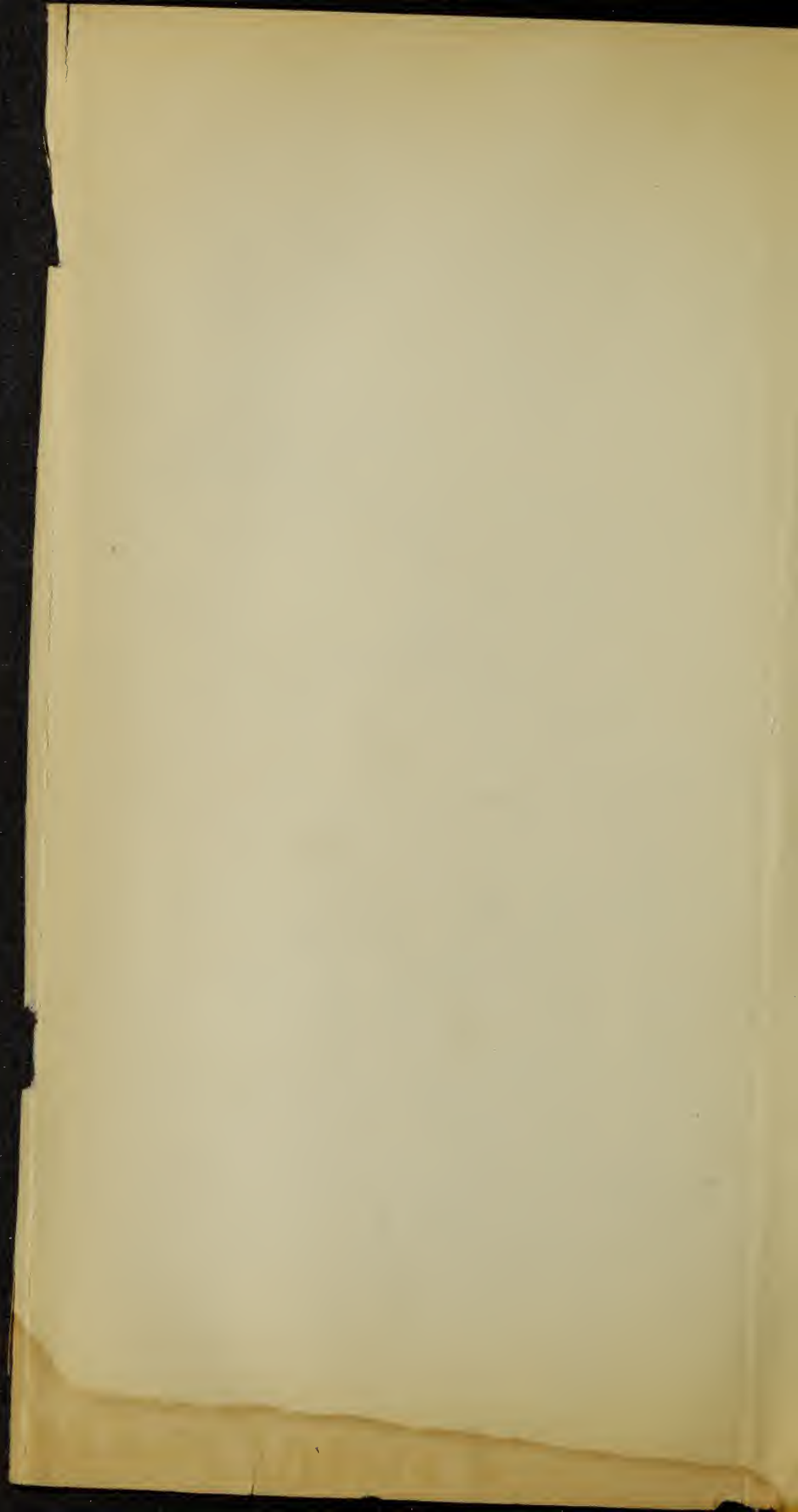
"IN BOARD OF ALDERMEN, Dec. 5, 1881.

"*Ordered*, That the City Treasurer be and he is hereby authorized to borrow, under the direction of the Committee on Finance, the sum of two hundred thousand dollars, the bonds or certificates of debt to be issued in negotiating this loan to be denominated on the face thereof 'The Public Park Loan,' and to bear such rate of interest as the Committee on Finance shall determine; and the Park Commissioners are hereby authorized to expend said sum for the taking in fee, by purchase or otherwise, for the purpose of a public park, lands to the amount of two hundred thousand dollars in assessed valuation, for the Muddy River Improvement, whenever the Town of Brookline shall coöperate and appropriate a proportionate sum for said improvement. Passed: Yeas, 9; nays, 3. Sent down for concurrence. Dec. 22, came up concurred: Yeas, 53; nays, 1. Approved by the Mayor, Dec. 24, 1881. A true copy. Attest: JOHN T. PRIEST, *Asst. City Clerk*."

CHARLES RIVER EMBANKMENT.

Upon the petition of the city for a grant of a portion of the Charles River flats, between Canal bridge and West Boston bridge, for the purpose of constructing portions of the Charles River Embankment, and after consultations with the State Board of Harbor and Land Commissioners to agree upon a harbor line, hearings before the Committee on Harbors and Public Lands of the Legislature, and viewing the premises, the committee reported, and the Legislature passed the following bill:—



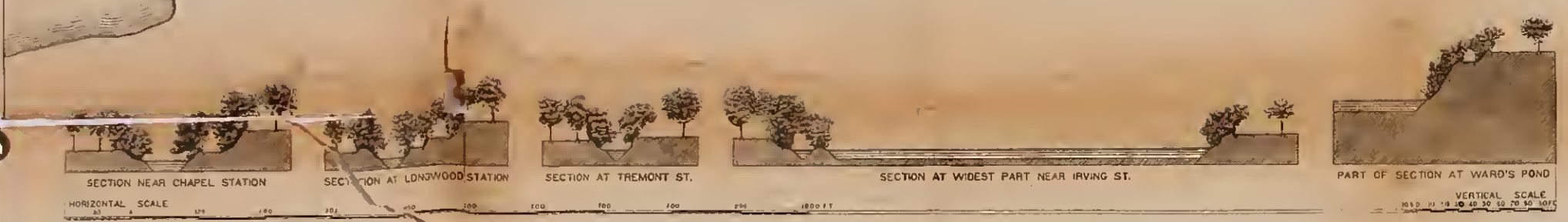




GENERAL PLAN FOR
 THE SANITARY IMPROVEMENT OF
MUDDY RIVER

AND FOR COMPLETING A CONTINUOUS
 PROMENADE
 BETWEEN BOSTON COMMON
 AND
 JAMAICA POND

1881



The primary design of the scheme here shown is to abate existing nuisances, avoid threatened dangers and provide for the permanent, wholesome and seemly disposition of the drainage of Muddy River Valley.

This is proposed to be accomplished chiefly by embanking, contracting and deepening the existing creek and ponds and excluding sewage and tides.

The secondary design is to make use of the embankments required for the above purpose to complete the promenade here shown, of which the Common, Public Garden and Commonwealth Avenue would form about one third already prepared and in use, and the Back Bay, now half formed, and in progress, another third. The remainder would follow the boundary between Boston and Brookline shown here thus.



PARK COMMISSIONERS

BOSTON	BROOKLINE
C. H. DALTON	F. W. LAWRENCE
HENRY LEE	THEO. LYMAN
WM. GRAY JR.	C. S. SARGENT

H. M. WIGHTMAN
 CITY ENGINEER

F. L. OLIVESTAD
 LANDSCAPE ARCHITECT



"COMMONWEALTH OF MASSACHUSETTS.

[CHAP. 92.]

"In the Year One Thousand Eight Hundred and Eighty-one.

"AN ACT IN ADDITION TO 'AN ACT FOR THE LAYING OUT OF PUBLIC PARKS IN OR NEAR THE CITY OF BOSTON.'

"Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:—

"SECTION 1. The Board of Park Commissioners of the City of Boston is hereby authorized and empowered to build a sea-wall on the Boston side of the lower basin of the Charles River, between Craigie's bridge and West Boston bridge, and to fill up the grounds enclosed by said wall for the purposes of a public park, in accordance with the provisions of chapter one hundred and eighty-five of the Acts of the year eighteen hundred and seventy-five. The said sea-wall shall be on or within the following lines:—

"Beginning at a point on the southerly side of Craigie's bridge, distant two hundred feet perpendicular from the westerly line of Charles Street, and running southerly by a line parallel to said Charles Street to a point opposite the first angle in said street; thence turning a similar angle and running southerly by a line parallel to and two hundred feet perpendicular again from said Charles Street to a point opposite another angle in said street, near Fruit Street; thence turning a similar angle and running southerly by a straight line two hundred feet perpendicular from and parallel to the next adjoining portion of said Charles Street to West Boston bridge.

"The lines of the sea-wall aforesaid shall constitute the harbor lines, beyond which no wharf, pier or other structure, and no filling-in shall be extended into or over the tide-water of the said basin, excepting such landing-places as the said Park Commissioners shall build with the approval of the Board of Harbor and Land Commissioners; and if the construction of said sea-wall and the filling-in of the grounds thereby enclosed shall, in the opinion of said Harbor and Land Commissioners, cause a projection injurious to the flow of the current and the protection of the harbor, then the said Park Commissioners of the City of Boston shall make suitable remedy or provision for the same, by connecting the line of the said sea-wall with the present sea-wall, in such manner as the said Board of Harbor and Land Commissioners shall approve, and may occupy and use any spaces thereby

enclosed for the same purposes for which said sea-wall and filling-in is authorized.

"SECT. 2. This act is made subject to the following conditions and restrictions, namely : —

"The City of Boston or the said Board of Park Commissioners shall take, by purchase or otherwise, all the land, dock and wharf property lying westerly of said Charles Street between said bridges, under the provisions of said chapter one hundred and eighty-five of the Acts of the year eighteen hundred and seventy-five, which, together with the grounds above authorized to be enclosed and filled up, shall be used solely for the purposes of a public park, facing and abutting upon the said Charles River basin. And when the City of Boston or the said Park Commissioners shall have taken the said land and wharf property, and built the said sea-wall, and fitted up the said grounds as a park as aforesaid, and so long as the same shall be used solely as said park, the Commonwealth will not authorize or permit any person or corporation to construct any extensions or erections from or contiguous to the water-line of said park, except with the consent of said Park Commissioners or said City of Boston : *provided, also*, that the City of Boston or said Park Commissioners shall build the said sea-wall, and fill and fit up the said grounds, during the five years from and after the passage of this act.

"SECT. 3. This act shall take effect upon its passage.

"[Approved, March 16, 1881.] "

Subsequent action was taken by the City Council as follows : —

"CITY OF BOSTON,

"IN BOARD OF ALDERMEN, NOV. 21, 1881.

"*Ordered*, That the City Treasurer be and he is hereby authorized to borrow, under the direction of the Committee on Finance, the sum of three hundred thousand dollars, the bonds or certificates of debt to be issued in negotiating this loan to be denominated 'The Public Park Loan,' and to bear such rate of interest as the Committee on Finance shall determine ; and the Park Commissioners are hereby authorized to expend said sum for the taking in fee, by purchase or otherwise, for the purpose of a public park, lands to the amount of three hundred thousand dollars in assessed valuation, for the Charles River Embankment, between Craigie's and West Boston bridges. Passed : Yeas, 8 ; nays, 4. Sent down for concurrence. Dec. 22, came up concurred : Yeas, 53 ; nays, none. Approved by the Mayor, Dec. 24, 1881. A true copy. Attest : JOHN T. PRIEST, *Asst. City Clerk*."

A petition is now before the Legislature for a transfer of the right of the Commonwealth in the flats necessary to extend the embankment, as planned by the Commissioners in their report of 1876, and therein described as follows :—

"Description.

"For the construction of this Embankment a sea-wall will be built on the water side to about the height of the existing one on the present Harbor Commissioners' line, and the enclosed space be filled by dredging the flats and otherwise, to about grade 17, making compensation for displacement of water by deepening the river-bed, as required by the said Commissioners.

"It will contain an area of about sixty-nine acres, and provide space for the building of a parkway mostly 200 feet in width, with a continuous water-front from Leverett Street to Cottage Farm bridge, nearly two and three-quarters miles in length, crossing but two highways, namely, Cambridge Street at West Boston bridge, and the extension of West Chester Park to the proposed new bridge across Charles River; to be laid out with walks, drives, saddle-pads and boat-landings, and ornamented with shrubbery and turf.

"While interfering in the least possible degree with the ordinary traffic of the city, it will be accessible along its whole route at short intervals by streets already or to be built.

"Its northern section is near the oldest and most thickly settled part of the city, being less than a mile from North Square and from Main Street, Charlestown, via Prison Point and Leverett Street bridges, and within three-quarters of a mile of the City Hall.

"It will be a convenient and agreeable promenade during the summer for such citizens living in old Boston proper and Charlestown as are prevented by their occupations from going to more distant grounds. By means of landing stairs the river will be accessible for boating. The drive will be used for pleasure vehicles only.

"The preservation of water-fronts for pleasure-grounds is no novelty. The New York Battery, once the chief park of the city, and which was allowed to fall into disuse and neglect, has, within a few years, been rebuilt and improved, notwithstanding that Central Park, containing nearly one thousand acres, had in the mean time been created.

"The Charleston Battery, at the junction of the Ashley and Cooper rivers; the old Fairmount Park, of Philadelphia, on the Schuylkill; the Chicago Park, on Lake Michigan; the

'Great Highway' (so called), to extend over three miles along the Pacific shore, at San Francisco, are well-known illustrations in this country.

"In European cities, water-front promenades are the rule rather than the exception, as, for instance, at Marseilles, Nice, and Naples, on the shores of the Mediterranean; at Florence, on the banks of the Arno; at Venice, on the Grand canal; at Geneva, on Lake Geneva; at Dresden, on the Elbe; at Hamburg, on the Alster; at Paris, on the Seine; at London, on the Thames; and in very many of the minor cities."

ARNOLD ARBORETUM.

After long consideration, and negotiations with Harvard College, and special reports upon the subject by the Commissioners and Committees of the City Council, the order to include the Arnold Arboretum in the system of parks of the City of Boston was passed in the following form:—

"CITY OF BOSTON,

"IN BOARD OF ALDERMEN, Dec. 27, 1881.

"*Ordered*, That the Park Commissioners of Boston be requested to take for the purposes of a public park, the land known as the Arnold Arboretum, and to purchase or take for the same purposes, land adjoining said arboretum, for an amount not exceeding sixty thousand dollars, paying therefor not more than twenty-five per cent. advance on the assessed value of A.D. 1880; and, also, said Commissioners are authorized to lease any portion of said arboretum when taken, or of said lands when taken or bought, and to enter into suitable covenants with the President and Fellows of Harvard College, in regard to any of such lands taken for a public park, substantially as set forth by said commissioners in their report, dated October 21, 1880, and printed as City Document No. 118 of said year.

"Provided that the estimated cost of all drive-ways called for under such arrangement shall not exceed the sum of seventy-five thousand dollars; also provided that before any covenant is made with the authorities of Harvard College, a set of rules and regulations, to govern the use of the grounds by the public, shall be drawn up, which shall receive the approval of the Mayor, the Park Commissioners, and the Corporation Counsel on the part of the City of Boston.

"*Ordered*, That the City Treasurer be and he hereby is authorized to borrow, under the direction of the Committee

on Finance, for the purchase or taking of lands for a public park in connection with the Arnold Arboretum, the sum of sixty thousand dollars, the bonds or certificates of debt to be issued in negotiating said loan to be denominated on the face thereof 'Public Park Loan,' and to bear such rate of interest as the Committee on Finance may determine; and the Park Commissioners are hereby authorized to expend said sum for the purpose aforesaid. Passed in Common Council: Yeas, 52; nays, none. Came up for concurrence. Read; and passed in concurrence: Yeas, 11; nays, 1. Approved by the Mayor, Dec. 28, 1881. A true copy. Attest: S. F. McCLEARY, *City Clerk*."

WEST ROXBURY PARK.

In relation to this measure, the following action was taken by the City Council at the close of 1881:—

"CITY OF BOSTON,

"IN BOARD OF ALDERMEN, Nov. 7, 1881.

"*Ordered*, That the City Treasurer be and he is hereby authorized to borrow, under direction of the Committee on Finance, the sum of six hundred thousand dollars, the bonds or certificates of debt to be issued in negotiating this loan to be denominated on the face thereof 'The Public Park Loan,' and to bear such rate of interest as the Committee on Finance shall determine; and the Park Commissioners are hereby authorized to expend said sum for the taking in fee, by purchase or otherwise, for the purpose of a public park, lands to the amount of six hundred thousand dollars, in assessed valuation, within the limits of the proposed West Roxbury park. Passed: Yeas, 10; nays, 2. Sent down for concurrence. Dec. 15, came up concurred: Yeas, 50; nays, 17. Approved by the Mayor, Dec. 16, 1881. A true copy. Attest: S. F. McCLEARY, *City Clerk*."

CITY POINT BATTERY.

In regard to locating a marine park, or esplanade, at City Point, South Boston, as recommended by this Board in 1876, the City Council has taken the following action:—

"CITY OF BOSTON,

"IN BOARD OF ALDERMEN, Nov. 7, 1881.

"*Ordered*, That the City Treasurer be and he is hereby authorized to borrow, under the direction of the Committee on Finance, the sum of one hundred thousand dollars, the

bonds or certificates of debt to be issued in negotiating this loan to be denominated on the face thereof 'The Public Park Loan,' and to bear such rate of interest as the Committee on Finance shall determine; and the Park Commissioners are hereby authorized to expend said sum for the taking in fee, by purchase or otherwise, for the purpose of a public park, lands to the amount of one hundred thousand dollars, in assessed valuation, for a marine park at City Point. Passed: Yeas, 9; nays, 3. Sent down for concurrence. Dec. 22, came up concurred: Yeas, 50; nays, 9. Approved by the Mayor, Dec. 24, 1881. A true copy. Attest: JOHN T. PRIEST, *Asst. City Clerk.*"

EAST BOSTON PARK.

To provide a reservation for a park in East Boston, the following order was passed by the City Council:—

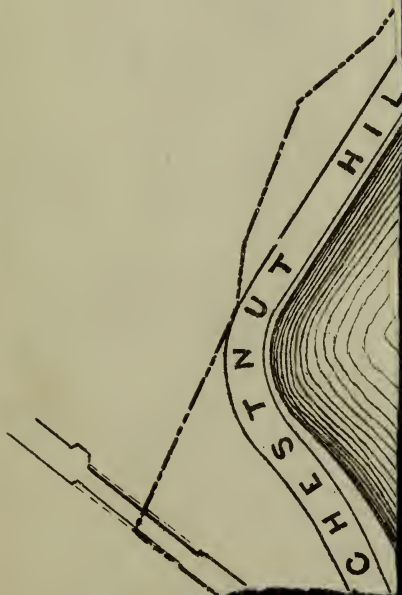
"CITY OF BOSTON,
"IN BOARD OF ALDERMEN, Nov. 7, 1881.

"*Ordered*, That the City Treasurer be and he is hereby authorized to borrow, under the direction of the Committee on Finance, the sum of fifty thousand dollars, the bonds or certificates of debt to be issued in negotiating this loan to be denominated on the face thereof 'The Public Park Loan,' and to bear such rate of interest as the Committee on Finance shall determine; and the Park Commissioners are hereby authorized to expend said sum for the taking in fee, by purchase or otherwise, for the purpose of a public park, land which shall be upland to the amount of fifty thousand dollars in assessed valuation for a public park in East Boston, in such available location as said Commissioners deem expedient. Passed: Yeas, 9; nays, 3. Sent down for concurrence. Dec. 22, came up concurred: Yeas, 50; nays, 6. Approved by the Mayor, Dec. 24, 1881. A true copy. Attest: JOHN T. PRIEST, *Asst. City Clerk.*"

BRIGHTON PARK.

The order for a loan of \$200,000 for the purchase of land within the limits of the proposed Brighton Park, after passing the last Board of Aldermen, failed of passage in the Common Council, and a new order was introduced which was referred to the new City Government.

N E W





For convenience of reference, the map of the region, published in the second report of this Board, April 24, 1876, and the accompanying description, are reprinted. The reasons which led the Commissioners, in 1876, to fix upon this site for one of the suburban parks are still operative, and were as follows : —

"Description.

"Brighton Park contains an area of 160 acres. It is a picturesque tract, with great variety of surface, ledges, abrupt and gently sloping hill-sides, meadows and forests. Its highest elevation is over 200 feet above the sea, commanding views of Wachusett and Monadnock mountains, forty and seventy miles away, and of broad stretches of foreground, dotted with an almost continuous succession of towns and villages. While much of it is naturally impracticable for ordinary city or even village purposes, it is remarkably well disposed for the best of park scenery, and is capable of improvement as such with a moderate expenditure.

"Its chief approach from the city proper will be by the parkway to be hereafter located as before suggested, connecting with the Charles River Embankment at Cottage Farm bridge, which again will connect with the principal drive through the park, leading, at its western end, directly into the Chestnut Hill Reservoir drive through the granite arch. It will have other entrances on its sides, also connecting with its main drive. It is within the fourth and fifth mile circles, excepting about ten acres. The Reservoir station on the Woonsocket branch of the N. Y. & N. E. R.R. on the south, and Cambridge Street horse-car tracks on the north, are each less than one quarter of a mile distant. The surrounding streets, already laid out and suggested, will give a frontage of about 11,000 lineal feet available for house-lots.

"The proximity of this park to the Chestnut Hill Reservoir is of mutual advantage, in their characters of ornamental grounds, the one supplementing the other. The construction of this reservoir, the most important public work of its kind in New England, was fortunately in the hands of enlightened citizens, who, while building magnificent water-works, created at the same time a picturesque lake by preserving the natural lines of the valley and the rural features of the borders.

"In addition to the 160 acres of Brighton Park, the Commissioners have located as park property three small lots of

land, chiefly unimproved, comprising $19\frac{1}{4}$ acres, adjacent to the reservoir (and now surrounded by city property), as naturally forming parts of the reservoir grounds, and without which these grounds are incomplete. Should these lots be allowed to become occupied by structures, they would be a serious disfigurement to the neighboring park and reservoir drive, and would, doubtless, eventually be taken by the city at a greatly increased cost. They may properly be placed under the control of the Water Board.

"With these lots added, there will be, within the boundaries of the reservoir, an area of 231 acres of land and water (exclusive of Evergreen Cemetery), making, with Brighton Park, a total of 391 acres."

JAMAICA PARK.

The Commissioners present with this report a map of the proposed extension of the park system in the direction recommended in their report of 1876. This includes the proposed Jamaica Park and parkways to the Arnold Arboretum and West Roxbury Park. Regarding the former the Commissioners say in their above-mentioned report as follows:—

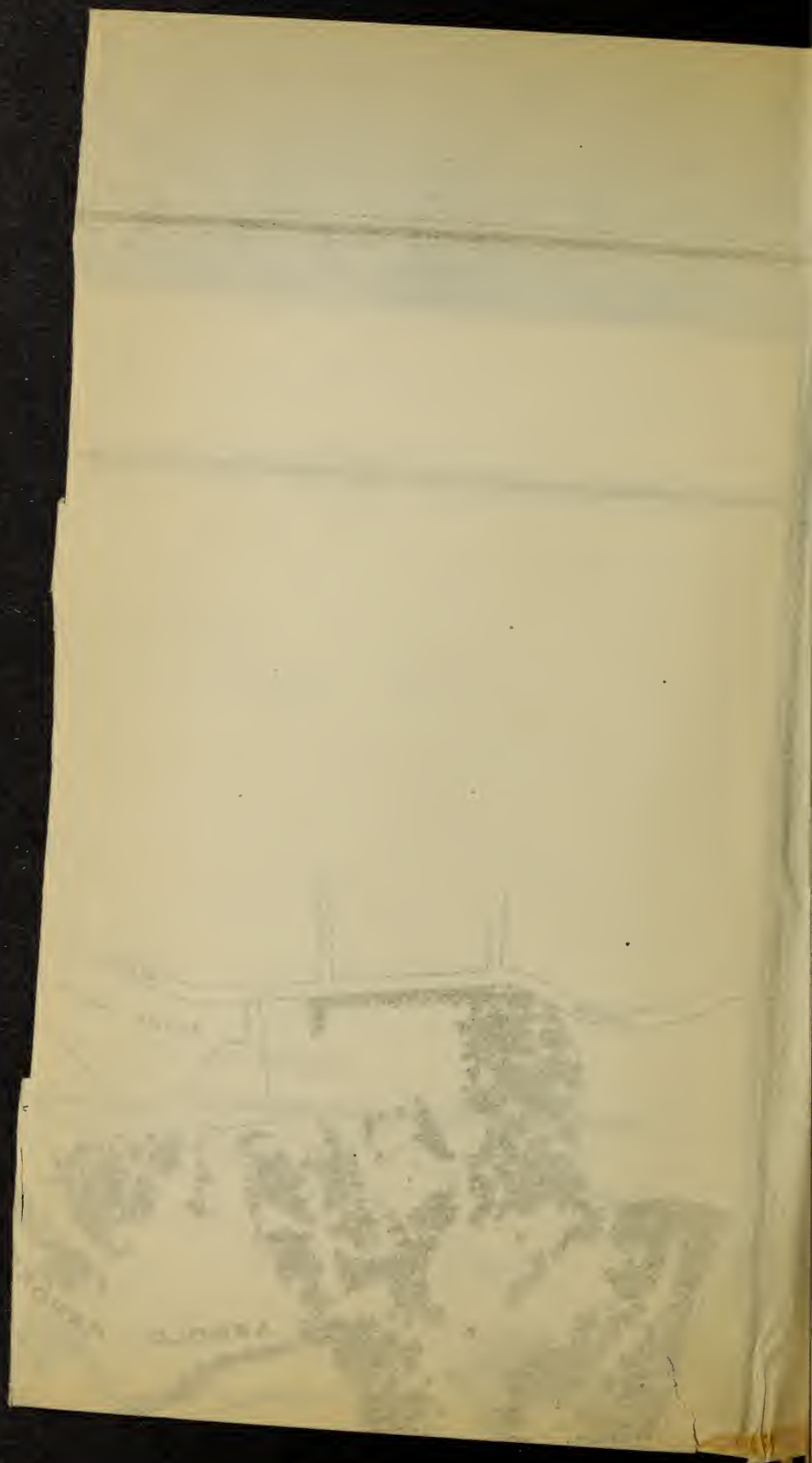
"Description.

"The area of Jamaica Park, including the pond of seventy acres, is one hundred and twenty-two acres. This beautiful lake is the only important sheet of fresh water within the city limits. For a short distance on its northerly and southerly side it is skirted by the highway, and from these points of view its beauty is familiar to the public. Its western shore is a somewhat steep hillside, well planted with trees and shrubbery, and mostly occupied at present by private dwellings, with their adjacent ornamental grounds, seriously disfigured, however, within a few years, by the erection of extensive ice-houses. Its eastern border is less bold, more irregular in outline, and at present occupied by private dwellings, with their lawns and shrubberies, and with some fine trees. The different characters of the opposite shores contrast well with each other. Unless the city takes possession of the entire shore, the rural character of the scenery will probably be hopelessly destroyed within a few years. As estates come into the market one after the other, the banks will be denuded of their present fine growth, and be replaced by unsightly ice-houses, with their adjuncts of



CITY OF BOSTON, PARK DEPARTMENT.
—1882—
PROPOSED
PARK SYSTEM
FROM THE
COMMON TO THE WEST ROXBURY PARK
INCLUDING THE
BACK BAY AND MUDDY RIVER IMPROVEMENTS
JAMAICA POND
AND THE
ARNOLD ARBORETUM.





stables and tenements, by which the pure waters of the pond will be defiled, — dangers already threatened.

"The chance that this pond, situated in an extensive plain, with a range of high hills on three sides, in the midst of such a dense neighborhood as within a few years will exist around it, will become pestilential, and the certainty that, if defended and used as proposed, it will be of great sanitary advantage to the city, are considered to be conclusive reasons for this location. The Commissioners cannot too strongly urge the importance of early action in the premises in order to avert the danger and secure the benefit. The pond is a favorite resort of skaters in winter, and to a limited extent is used for boating in summer, and these will be encouraged and rendered more safe by police regulations. It lies between the four and four and one-half mile circles. Its chief approach from town will be by the Jamaica parkway [now Muddy River Improvement] which will skirt the eastern shore, while the western will be traversed by foot and saddle paths. Notwithstanding the comparatively large amount of improvements, in the form of dwellings, ice-houses, etc., upon this location, the Commissioners are of the opinion that the cost will be justified by the exceptional character of the park. It is recommended that Perkins Street be widened to 60 feet along the northern border of the pond. Jamaica Plain station, on the Providence Railroad, is five-eighths of a mile distant, and the Centre Street horse-car track is within one-sixth of a mile."

The Commissioners repeat their recommendations of 1876, and again urge the importance of early action in the premises.

THE PARK SYSTEM.

The maps of Buck Bay Improvement and Arnold Arboretum, issued by this department in 1879, and of Muddy River Improvement in 1881, have been brought together upon one sheet to show their mutual relations, and their connection as a means of access from the heart of the city *via* the Common and Commonwealth Avenue to Jamaica Pond and the proposed West Roxbury Park. A report by Mr. Olmsted upon the subject follows: —

BOSTON, December 29, 1881.

CHARLES H. DALTON, Esq., *Chairman of the Park Commission*: —

SIR, — The Park system for Boston, advised by your Commission, though of smaller area than that of many other cities, differs from all others in the scope of its landscape design; and this is, in part, due to topographical opportunities possessed by Boston, which, for the purpose in view, are probably unrivalled.

On the other hand, as my counsel has heretofore been asked by several other cities, when engaged with municipal problems of the same general class as that of which your proposed system is offered as a solution, it will not, I trust, be thought beyond my duty if I point to a circumstance which appears to me to be operating as yet not a little to the disadvantage of Boston.

It is that the Boston of to-day is largely made up of what were formerly a number of distinct local communities, each habituated to regard its public affairs from an independent point of view, and sometimes in a spirit of competition and jealousy toward the others. The larger part of Boston, territorially considered, has till lately been so divided. Possibly, also, the marked topographical divisions of the old city induced separate local interests in an unusual degree.

There is now a habit of looking upon the proposed parks of the city, each apart and independently of its relations to others of the system, as if it were to be of little value except to the people of the districts adjoining it. And this habit is so much evinced by intelligent and generally well-informed citizens that it must be supposed to be an inheritance from those older conditions. It presents a difficulty which should be contended with; for, unquestionably, if it is maintained and allowed influence in legislation, it will be likely to nullify half the value to the city of the properties now proposed to be acquired for parks.

For example, a site has been selected at West Roxbury for a large park, because of the topographical advantages for a particular class of park purposes which nature has there provided. It is not uncommon to hear it referred to as if it were to be a special property of the West Roxbury community, and its chief value lie in what that community would gain from it. If this were just, the project would not be worthy of a moment's consideration. Moreover, if it were to be adopted and carried out in this limited spirit at the cost of the city, the people of the locality would not gain those

advantages from it that a wiser policy would have in view for them.

A site for a park to stand by itself and be little used except by those living near it should be a very different one from that for a park designed for more general use, and especially for a park which is to stand as one of a series. In the latter case the fitness of a site will largely be found in its adaptation to supply some form of park refreshment that others of the series are ill-adapted to supply or are naturally excluded from supplying. The qualities of a park which the West Roxbury site offers in generous measure at very moderate cost, could not, for example, be gained in a tenth part of that measure at ten times the cost on the proposed park-site near Chestnut Hill, — "Brighton Park," — or on any other which the city has had under consideration. But the converse is equally true; the Brighton site offers features of great interest, ready made, which could not be as well provided in the West Roxbury tract by an outlay in millions. Moreover, the attempt to introduce the more valuable qualities to be thus found at Brighton in the midst of those to be found at Roxbury, would be destructive of the latter, and any expense incurred for the purpose in behalf of the city would be much worse than wasted. In one word, the aim of design under the policy of the city which your Commission has been so long trying to establish, can only wisely be to develop qualities in each locality which will give it a more distinctive and grateful interest because of the development of quite other distinctive qualities elsewhere.

The accompanying map shows a series of sites which are now under consideration by the city government, and which your Commission has been authorized to purchase — if it shall be found possible to do so within fixed limits of price — together with the connections which are contemplated between them and by which they would, should the scheme be carried out, be tied to existing city properties.

It will be obvious at a glance, to any one having a superficial knowledge of the several localities named upon the map, that, if due advantage is taken of the distinctive capabilities of each and due respect paid to the distinctive limitations of each, the results to all concerned, of whatever part of the city resident, will be incomparably more interesting and valuable than they can possibly be under a policy such as seems to be commonly entertained of regarding each proposed park and parklet as an independent affair, deriving no interest from its relation to others, and imparting nothing of value to the interest of others.

Regarding the natural opportunities and limitations of the

several localities to be named below, it will be found that each will, through a judicious method of improvement, be adapted to induce a distinct impression ; and that, in each, the space to be applied to this impression is sufficient for the purpose, yet none too large to accomplish it with a determined avoidance of peep-show and theatrically scenic effects. While, except at West Roxbury, which is the one ground in the entire series to be with strict propriety called a park, the spaces to be taken are nowhere to be broad, the impressions which under judicious designing will be had in view are such as may be obtained within the limited scopes proposed.

The following is a memorandum which may suggest to any one looking at the map one or two of the more distinctive landscape qualities of the several locations mentioned, the note being in each case of the briefest, and intended only to give a slight lead to the imagination : —

MEMORANDUM.

The Common, Public Garden, and Commonwealth Ave. —

Turf, trees, water, and other natural objects unnaturally arranged, but not in the main unpleasingly in consideration of the stately rows of buildings and other architectural and artificial objects with which they must stand associated, and the necessary thoroughfares passing among them.

Charles River Embankment. — Broad bay and river views with a rus-urban background seen from a stately promenade.

Back Bay. — Scenery of a winding, brackish creek, within wooded banks ; gaining interest from the meandering course of the water ; numerous points and coves softened in their outlines by thickets and with much delicate variety in tone and color through varied, and, in landscape art, novel, forms of perennial and herbaceous growths, the picturesque elements emphasized by a few necessary structures strong but unobtrusive.

Muddy River. — The natural sequence upon slightly higher ground to the last in following up a fresh-water course bordered by passages of rushy meadow and varied slopes from the adjoining upland ; trees in groups, diversified by thickets and open glades.

Upper Valley of Muddy River. — A chain of picturesque fresh-water ponds, alternating with attractive natural groves and meads, the uppermost of these ponds being —

Jamaica Pond, a natural sheet of water, with quiet, graceful shores, rear banks of varied elevation and contour, for the most part shaded by a fine natural forest-growth to be brought out overhangingly, darkening the water's edge and favoring great beauty in reflections and flickering half-lights. At conspicuous points numerous well-grown pines, happily massed, and picturesquely disposed.

The Arboretum. — (Independently of its imposed features.) Rocky hill-sides, partly wooded with numerous great trees, and a hanging-wood of hemlocks of great beauty. Eminences commanding distant prospects, in one direction seaward over the city, in the other across a charming country-side to blue distant hills.

West Roxbury Park. — Complete escape from the town. Open country. Pastoral scenery. A lovely dale gently winding between low wooded slopes, giving a broad expanse of unbroken turf, lost in the distance under scattered trees.

To the above, as constituent features of the sylvan system of Boston, as had in view by your Commission, are to be added two pieces of ground not shown in the present map; one commanding a close view of the lower harbor, and a distant outlook over the ocean; the other having grandeur of rocks with extraordinary beauty of form and tinting, and such interest of forest wildness as might be looked for in the midst of unpeopled mountains.

The above hint as to what may be ultimately hoped to result from the improvements in progress on the Back Bay, looks in a direction so diverse from that formerly entertained, and which seems still to be adhered to by many, that it will be right again to briefly characterize that undertaking, at present more prominently before the public than any other of the series.

The leading and only justifying purpose of the Back Bay Improvement, under the present design, is the abatement of a complicated nuisance, threatening soon to be a deadly peril to the whole city as a propagating and breeding-ground of pestilential epidemics. A second purpose is the reconciliation of convenient means of general public communication through the adjoining districts of the city with the means taken to accomplish the first purpose. A third purpose is

the dressing and embellishment of the banks, basins, bridges, and causeways, requisite under the first and second, suitably to the relation in which they will stand to the adjoining streets, and the improvements which it is the interest of the city that private enterprise should be encouraged to make upon them. A fourth purpose is to thriftily turn to account whatever shall be found requisite under the first, second, and third, as a distinctive incident, element, and feature in a general scheme of sylvan improvement for the city, looking to the development of local variety harmonizing in one comprehensive design. It may be observed that the continued application of the term *park* to an undertaking of the character thus indicated tends to perpetuate an unfortunate delusion, and to invite unjust expectations and criticisms.

A like fourfold purpose has controlled the selection of ground and the plan, as shown on the map, of the projected Muddy River Improvement. In general design, these two sections of the park system are one, the only division between the two being a concealed bar, which, in the Muddy River section, will permit fresh-water vegetation to be used along the water sides.

Respectfully submitted,

FREDERICK LAW OLMSTED,

Landscape Architect Advisory.

NEW LOANS.

In regard to the new loans authorized to be issued, and any which may hereafter be made to further extend the park system, it is, perhaps, well to know that these loans will be negotiated only as the money is called for to pay for lands purchased or taken; and, therefore, do not entail any expense upon the city for interest or sinking fund until the city is in possession and enjoyment of the park lands for which the loan is made.

Respectfully submitted,

CHARLES H. DALTON,
WILLIAM GRAY, JR.,
HENRY LEE.

Commissioners.

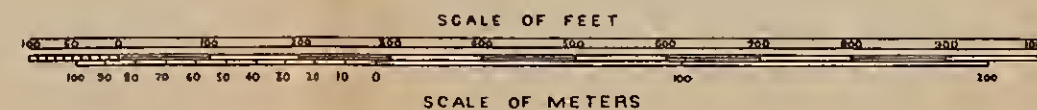
Boston, January 28, 1882.

1879

PARK DEPARTMENT. CITY OF BOSTON.

PROPOSED IMPROVEMENT OF BACK BAY.

- FIGURES SHOW INTENDED ELEVATION OF SURFACE ABOVE MEAN LOW WATER OF CHARLES RIVER.
- WATER IS REPRESENTED AS INTENDED TO BE MAINTAINED UNDER ORDINARY CONDITIONS, AT AN ELEVATION OF EIGHT FEET ABOVE THE SAME DATUM. DURING FRESHETS AND EXTRAORDINARY TIDES, IT WOULD RISE AND SPREAD OVER ALL THE SEDGY GROUND.



J.P.DAVIS,
CITY ENGINEER.

F.L.OLMSTED,
LANDSCAPE ARCHITECT.



Beach Bay Road



[DOCUMENT 20 — 1883.]



CITY OF BOSTON.

EIGHTH ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS OF THE
DEPARTMENT OF PARKS,

FOR THE CITY OF BOSTON,

FOR THE YEAR 1882.

To the Honorable the City Council of the City of Boston: —

Section 15 of the Act of 1875, Chapter 185, entitled "An Act for the laying out of Public Parks in or near the City of Boston," requires that the Board of Park Commissioners "shall annually, in the month of January, make to the City Council of Boston a full report of its doings for the preceding year, including a detailed statement of all their receipts and expenditures."

In accordance therewith the Board has the honor to submit the following report: —

FINANCIAL STATEMENTS.

I.

*Receipts and Expenditures of the Department for the year
1882.*

BACK BAY PARK LAND ACCOUNT.

Balance unexpended, Dec. 31, 1881 \$21,925 21

No payments have been made on this account during 1882,

PUBLIC PARK, BACK BAY APPROPRIATION.

Balance unexpended, Dec. 31, 1881	\$148,256 83	
Appropriation for the financial year 1882-83	200,000 00	
		<u>\$348,256 83</u>

Expenditures from Jan. 1 to Dec. 31, 1882 :—

BACK BAY PARK CONSTRUCTION ACCOUNT.

Excavating, Grading, Loam, and General Work.

Expenses of excavating, labor and materials	\$22,488 90	
Dredger and scows, labor and materials	17,693 33	
Loam, labor and materials	6,317 68	
Grading, labor and materials	4,854 22	
Superintendence and general work	2,684 39	
Engineering expenses	91 85	
		<u>\$54,130 37</u>

Retaining Walls, Curb, and Fence.

Materials of construction, freight and charges	\$20,518 71	
Expenses of construction, labor and materials	23,310 95	
Fuel, supplies, carting, etc.	905 68	
		<u>44,735 34</u>

Boylston Street Bridge.

Materials of construction, freight and charges	\$17,456 47	
Expenses of construction, labor and materials	15,906 10	
Fuel, supplies, carting, etc.	229 59	
Engineering expenses	149 30	
		<u>33,741 46</u>

Beacon Entrance Bridge.

Amount paid D. H. Andrews under his contract, dated May 5, 1882, for superstructure	\$10,443 93	
Expenses of construction, labor and materials	7,063 11	
Materials of construction, freight and charges	6,065 10	
Fuel, supplies, carting, etc.	27 25	
Engineering expenses	3 05	
		<u>23,602 44</u>
<i>Amount carried forward,</i>		\$156,209 61

PARK COMMISSIONERS' REPORT.

3

Amount brought forward, \$156,209 61

Railroad Bridge.

Amount paid I. A. Sylvester under his contract, dated April 12, 1881, for piers, abutments, and wing-walls . . .	\$9,714 48	
Expenses of construction, labor and materials	586 99	
Engineering expenses and superintendence	237 90	
	<hr/>	10,539 37

Filling.

Amount paid for filling done by the Boston & Albany Railroad Co. . .	\$9,971 20	
Trestle work	127 30	
Engineering expenses and superintendence	84 68	
	<hr/>	10,183 18

Machinery, Tools, etc.

Hoisting-engines, tramway, derrick, rigging, tools, etc		5,269 79
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Plans and Designs.

H. H. Richardson, Architect . . .	\$2,000 00	
F. L. Olmsted, Landscape Architect Advisory	1,508 15	
	<hr/>	3,508 15
Balance unexpended, Dec. 31, 1882	162,546 73	
	<hr/>	<u>\$348,256 83</u>

DEPARTMENT APPROPRIATION.

Balance unexpended, Dec. 31, 1881	\$2,744 73
Appropriation for the financial year 1882-83	5,000 00
	<hr/>
	<u>\$7,744 73</u>

Expenditures from Jan. 1 to Dec. 31, 1882 :—

BACK BAY PARK CONSTRUCTION ACCOUNT.

Office and General Expenses.

Salary of secretary and clerk . . .	\$2,500 00	
Stationery	52 70	
Printing	40 67	
Office expenses	4 75	
	<hr/>	\$2,598 12

Plans and Designs.

H. H. Richardson, Architect . . .	\$1,000 00	
F. L. Olmsted, Landscape Architect Advisory	500 00	
	<hr/>	1,500 00
	<hr/>	\$4,098 12
<i>Amount carried forward,</i>		<u>\$4,098 12</u>

Amount brought forward, \$4,098 12

GENERAL ACCOUNT.

Office and General Expenses.

Office boy and draughtsman . . .	\$504 00	
Printing 2,000 copies seventh annual report and maps	374 51	
Copying Assessors' valuations . . .	52 00	
Atlas of Boston	15 00	
	<hr/>	\$945 51

Arnold Arboretum.

Surveying and expenses	\$342 62	
Coach-hire	8 00	
	<hr/>	350 62

Wood Island Park.

Surveying expenses	\$7 24	
Coach-hire	6 25	
	<hr/>	13 49

Muddy River Improvement.

Coach-hire	10 00	
	<hr/>	1,319 62
Balance of 1881-82 appropriation, merging at end of financial year	49 47	
Balance unexpended, Dec. 31, 1882		2,277 52
		<hr/>
		<u>\$7,744 73</u>

MUDDY RIVER IMPROVEMENT APPROPRIATION.

Balance unexpended, Dec. 31, 1881	<u>\$3,481 86</u>
---	-------------------

Expenditures from Jan. 1 to Dec. 31, 1882 : —

Surveyors and assistants	\$1,891 82	
Surveying expenses	73 40	
Printing	1 90	
	<hr/>	\$1,967 12
Balance unexpended, Dec. 31, 1882	1,514 74	
	<hr/>	<u>\$3,481 86</u>

PARK NURSERY APPROPRIATION.

Balance unexpended, Dec. 31, 1881	<u>\$1,121 45</u>
---	-------------------

Expenditures from Jan. 1 to Dec. 31, 1882 : —

Labor and rent of land	\$659 80	
Balance unexpended, Dec. 31, 1882	461 65	
	<hr/>	<u>\$1,121 45</u>

INCOME.

Received from sale of marsh grass and lumber and paid to the City Collector on account of Public Park Sinking Fund . . .	<u>\$104 02</u>
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PARK COMMISSIONERS' REPORT.

5

II.

Summary of Receipts and Expenditures on account of Back Bay Park Construction from July 23, 1877, to Dec. 31, 1882.

RECEIPTS.

From appropriations for Park Department . . .	\$22,868 85	
From appropriations for Public Park, Back Bay, . . .	622,432 66	
	<hr/>	\$645,301 51
		<hr/>

EXPENDITURES.

Filling	\$323,867 55	
Boylston Street bridge	84,526 59	
Excavating, grading, loam, and general work . . .	58,604 79	
Beacon Entrance bridge	52,040 43	
Retaining-walls, curb and fence	45,132 77	
Railroad Bridge	39,463 71	
Plans and designs	14,247 68	
Office and general expenses	14,114 92	
Machinery, tools, etc.	7,830 91	
Engineering	5,472 16	
	<hr/>	\$645,301 51
		<hr/>

III.

Receipts and Disbursements of the Department from the Organization of the Board, Oct. 8, 1875, to Dec. 31, 1882.

PUBLIC PARK CONSTRUCTION AND MAINTENANCE.

Receipts.

Public Park Loan	\$450,000 00	
Appropriations, less transfers and merged bal- ances	845,112 21	
	<hr/>	\$1,295,112 21
		<hr/>

Disbursements.

Back Bay Park construction account	\$645,301 51	
Back Bay Park land account	444,074 79	
General account	10,986 45	
Muddy River Improvement	3,485 26	
Park Nursery, Austin Farm	2,538 35	
Balance unexpended, Dec. 31, 1882	188,725 85	
	<hr/>	\$1,295,112 21
		<hr/>

PUBLIC PARK DEBT AND SINKING FUND.

Receipts.

Annual appropriations for Sinking Fund . . .	\$180,000 00	
Back Bay Park betterment	166,160 68	
Annual appropriations for interest on debt . . .	96,187 50	
Interests on bank deposits and investments . . .	29,983 05	
From appropriations for Public Park, Back Bay and Park Department	4,008 30	
Income from sale of marsh grass, etc.	251 77	
	<hr/>	\$476,591 30
		<hr/>

Disbursements.

Public Park Sinking Fund	\$376,395 50	
Interest on Public Park Debt	96,187 50	
Back Bay Park betterment account	4,008 30	
	<hr/>	\$476,591 30
		<hr/>

DEBT STATEMENT.

The Public Park Debt, Dec. 31, 1882, to be paid as it becomes due from the resources of the Public Park Sinking Fund.

Public Park, Back Bay, Loan, due Oct. 1, 1887 .	\$450,000 00	
Less the means in the Sinking Fund for paying the same, Dec. 31, 1882	376,395 50	
	<hr/>	\$73,604 50
Debt, less means for paying		<hr/>

SINKING FUND STATEMENT.

Resources of the Public Park Sinking Fund, Dec. 31, 1882, in hands of Sinking Fund Commissioners; being bonds of the City of Boston and cash, with the dates when the bonds become due.

Albany Street Damages, March 1, 1887	\$30,000 00	
Public Park, Back Bay, Oct. 1, 1887	75,000 00	
Widening Commercial Street, Oct. 1, 1889	42,000 00	
	<hr/>	
Total Investments		\$147,000 00
Cash		229,395 50
		<hr/>
Total resources		<u>\$376,395 50</u>

LOANS AUTHORIZED.

Loans authorized by the City Council of 1881, but not negotiated.

West Roxbury Park	\$600,000 00	
Charles River Embankment	300,000 00	
Muddy River Improvement	200,000 00	
City Point Park	100,000 00	
¹ Arnold Arboretum	60,000 00	
¹ East Boston Park	50,000 00	
	<hr/>	\$1,310,000 00
		<hr/>

¹ Special drafts, amounting to \$79,401.85, were drawn against these appropriations, but not paid December 31, 1882.

BACK BAY PARK.

For a detailed record of the progress of the works, reference is made to the accompanying report of the engineer in charge. The construction of the Beacon Street Entrance is now so far advanced that it can be completed during the current year, and the adjacent land will be immediately available for building purposes.

OFFICE OF CITY ENGINEER,
BOSTON, Jan. 16, 1883.

CHARLES H. DALTON, Esq., *Chairman of Board of Park Commissioners*:—

SIR,—The following report on the progress and present condition of the work on the Back Bay Park, and other matters, with the execution of which I have been intrusted by your Board, is submitted in accordance with your request:—

Filling.

The filling of the territory between Beacon Street and the Boston & Albany Railroad, under the contracts of April 29, 1880, and May 26, 1881, which was in progress at the beginning of the year, was completed November 24th, with the exception of a small amount, which cannot be done until other work on the park is farther advanced. The several owners of the land filled have accepted the work with the understanding that the railroad company shall furnish any filling that may be hereafter needed to complete the work, at the same price as heretofore.

There have been no payments during the year for filling on the park under the contract of April 29, 1880; the amount done has been small, and cannot be accurately stated until the completion of the final estimate and apportionment, work on which is now in progress.

Under an arrangement with the Boston & Albany Railroad Company, 3,107 squares of filling have been deposited on the westerly boundary road, between the Beacon Entrance Bridge and Boylston Street, of which amount 222 squares were brought from a point on the line of the railroad just west of the Newton station; the balance, 2,885 squares, has been brought from the company's bank at Riverside, since the completion of the filling north of the railroad.

In May, 341 squares of filling were deposited by the same company, for the purpose of closing the opening in the

easterly boundary road left for the flow of water into and out of the park.

The price paid per square for the filling is \$3.20, the same as last year.

Beacon Entrance Bridge over B. & A. R.R.

The foundations of the abutments and wing-walls of this bridge were completed in 1881. The masonry above the foundations was commenced on Jan. 5, 1882, and completed June 12th. The abutments and wing-walls were constructed entirely from stone from the Beacon-Hill reservoir.

A contract was made, May 5, 1882, with David H. Andrews for building and erecting the iron bridge. He completed his contract September 30th.

The grading of the approaches has been so far completed that the bridge is in use for teaming purposes, and it is proposed to run the gravel trains over it, for completing the unfilled portions of the approaches on the north side of the railroad.

Boston & Albany Railroad Bridge over Park Water-Way.

The work of building the piers, abutments, and wing-walls of this bridge, which was under contract to I. A. Sylvester, was finished March 20th.

The iron bridge, a portion of which had been temporarily placed on timber trestle-work, was put in its proper position on the masonry, and the work upon it completed March 26th.

Since the completion of the city's portion of the bridge the railroad company has widened it, making a five instead of three-track bridge. The entire bridge-seat is now occupied, and the structure has a more finished appearance.

Boylston Street Arch Bridge, over Park Water-Way

Considering the complicated nature of the structure, satisfactory progress has been made upon it. The erection of the centring was commenced April 10th and completed June 16th.

Owing to delay in the delivery of the stones for the faces of the arch, the setting of them was not commenced until July 20th. The work has been actively prosecuted since that date, and the arch proper has been completed. The spandrel walls and backing for the wing-walls and "tourelles," on the easterly side of the bridge, have been completed, and when the weather is suitable similar work on the westerly side of the bridge is now being done.



BOYLSTON STREET ARCH.



The brick portion of the arch is four feet in thickness at the springing line and two and one-half feet at the crown, and in its construction 700,000 bricks were used.

The extrados of the arch has been coated with asphalt, to prevent percolation of water through the brick-work.

Commonwealth Avenue Bridge.

This bridge was built under the direction of the Committee on Streets, as it is the street-bridge carrying Commonwealth Avenue over the park water-way.

The abutments and wing-walls were completed at the date of the last report, and the iron superstructure was under contract to be finished on or before February 1st. Owing to delay on the part of the contractors the bridge was not finally completed until May 27th.

Excavation of Water-Way.

The work of excavating and forming the shores of the water-way through the Beacon Entrance of the park, which was in progress at the beginning of last year, was continued during the spring, and completed as far as the Boylston Street arch bridge. May 19th the old channel crossing the boundary road between the railroad and the Boylston Entrance was closed by filling it with gravel, and the flow of water since that date has been through the new water-way.

The steam-dredge was launched March 17th, and four scows soon afterwards. The dredge began work April 15th, and was kept constantly employed until December 2d, when work was stopped by ice forming in the basin and preventing the movement of scows. Since that date the dredge and scows have had such repairs made upon them as were rendered necessary by the season's service, and are ready for work as soon as the ice breaks up in the spring.

The work of the past season has consisted in excavating and forming the shores of the new channel southerly from Boylston Street. When the material excavated was gravel, it was used for building an embankment on the shore line of the channel, while the mud excavated was deposited in the rear of this embankment. In this manner about 4,000 linear feet of shore line has been formed, and the channel between the banks excavated to grade 0.

The dredging plant has proved itself to be both efficient and economical. The cost per cubic yard, dredged and put in place, averages less than 20 cents. The efficiency of the dredging plant could be increased by the use of a small tug-

boat for moving the scows. Plans for a boat of this kind are in progress and will soon be submitted to your Board for approval.

Embankment Wall.

Under this head is included the retaining-walls between the Commonwealth Avenue and Beacon Entrance bridges, and between the Beacon Entrance and Boylston Street arch bridges, also the retaining-walls adjoining the Boylston Street arch.

The wall between Commonwealth Avenue and Beacon Entrance bridges, is completed, with the exception of the parapet.

The foundation of the wall between the Beacon Entrance and Boylston Street arch bridges has been built to grade lines, 3 feet below the proposed surface of the ground in front of the wall.

The foundations for portions of the walls adjoining the Boylston Street arch bridge were built in connection with the arch foundations.

The wall is built upon one general plan, the foundations consisting of pile-work to grade 7, and hydraulic cement concrete to grade lines, 3 feet below the ground surface, in front of the wall. The wall proper is built of seam-faced granite, irregularly coursed, and backed with rubble-work. It has a curved batter on the face, and the parapet is to have a coping of red granite.

Granite Curb and Fence.

The granite curb to carry an iron fence, which is to form the street boundary around the section of the Beacon Entrance between Commonwealth Avenue and Beacon Street, and between Commonwealth Avenue and the railroad, has all been delivered by the contractor.

The foundations for the posts which support the curb are completed.

The posts are about 11 feet apart, and each has a hydraulic cement concrete foundation resting upon four piles.

The total length of curb is 1,476 feet and, of this, 1,220 feet have been set. The setting of the remainder will be completed within a few weeks, and the whole will then be in readiness for the iron fence.

Grading and Loam.

In August, work was begun on grading the slopes between the drive-ways and the shores of the water-way. The portion

CONCRETING FOUNDATIONS FOR RETAINING WALL.





of the Beacon Entrance between Beacon Street and Commonwealth Avenue has been graded to the sub-grade, so that the slopes are ready for putting on the loam. Between Commonwealth Avenue and the railroad the slope on the easterly side of the water-way is ready for loaming, while on the other slopes considerable work has been done. As soon as spring opens the whole of the Beacon Entrance will be ready for the loam, the grading of the slopes being now in progress when the weather permits.

In order to obtain the large quantity of loam needed for the park, the construction of a spur track, leading from the Hopkinton Branch Railroad into the new water-works basin No. 4, in Ashland, was decided upon.

The length of the spur track from the railroad to the valley of the basin is 7,139 feet, and the length of track required in the valley is 4,626 feet. The grading of the road-bed was commenced October 9th, and completed November 18th. The location required 600 feet of trestle-work, which was commenced October 26th, and as portions of it were 30 feet in height, and the work was several times interrupted for want of timber, it was not completed until December 28th, too late for track-laying, as the ground was frozen to quite a depth.

Arrangements have been made with the Boston & Albany Railroad Company for transporting the loam from Ashland to the park, and 20,000 cubic yards are now piled beside the track road-bed in the valley.

A contract has been made for the rails to be delivered on or before February 15th, and the ties have been secured; as soon therefore as spring opens the track can be completed, and the transportation of the loam commenced.

Covered Channel of Stony Brook.

The wooden conduit connecting the gate-chamber with Charles River was so far completed on July 2d that the water of Stony Brook was allowed to run through it instead of into the park.

The large automatic-acting wooden gates, to control the height of water in the park, and permit the flow of Stony Brook into it in time of freshets, were hung and adjusted by September 5th. The iron sluice-gate, to control the flow of salt-water into the park, through the wooden conduit, has also been completed, and the setting of it was finished December 9th.

Work upon the gate-house superstructure was prosecuted

during the late fall and early winter, and the walls are completed and ready for the roof.

With the exception of the roof, doors and windows, and other small details in connection with the gate-chamber superstructure, the work of building the "Covered Channel of Stony Brook" is now completed.

Covered Channel of Muddy River.

The length of this channel, if built on the line originally proposed, will be about 3,300 feet. The work was begun October 2d, and 1,369 feet in length are now completed.

It is built mainly of wood in a similar manner to the covered channel of Stony Brook, but is much larger, and has a cement concrete key at the crown of the arch. The concrete key was adopted as the crown of the arch was above the line of mean high water, and would be liable to decay if made of wood. The form of the conduit is elliptical, it is 11 feet in height and 9 feet in width.

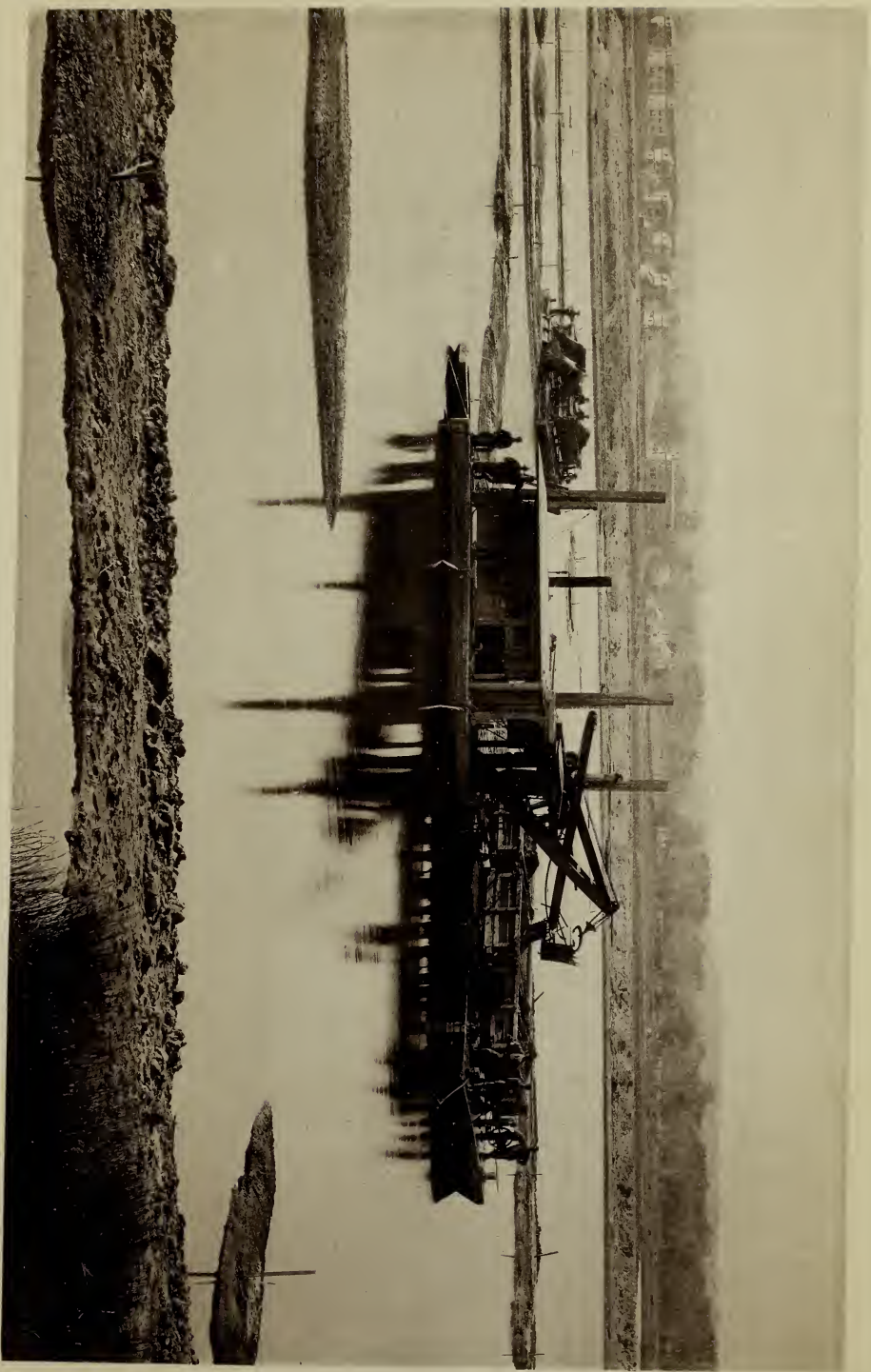
Under the Boston & Albany Railroad location, for a length of 129 feet, the conduit is built entirely of hydraulic cement concrete; the section of the mass of concrete through which it runs measures 13 feet wide and 15 feet high.

As far as built the conduit rests everywhere on sand or gravel, but, with the exception of the bottom and top, it is surrounded by peat. There has been less change of form than was expected to occur, considering the size of the conduit and character of material in which it is built.

In General.

The building of a wharf on the river side of Beacon Street, and the dredging of a channel to it from the river, have largely reduced the cost of delivery of stone required for the various structures in the park by substituting delivery by water for that by rail.

A storage-yard has been established at the Westland Entrance. An area 100 ft. \times 116 ft. has been enclosed by a high board fence; one side of the area is occupied by sheds for the storage of tools and machinery, which would be injured by exposure to the weather; an office for a time-keeper, who acts as store-keeper, has been located in one corner, and the remainder of the area is used for general storage purposes. A complete inventory of all tools and materials on the park has been made, and a system of accountability for all tools and materials required on the work and used by the foremen, has been



DREDGING BACK BAY PARK.



adopted. The time of mechanics and laborers is now kept and paid for by the hour, — a system it is proposed to continue.

The work which should be done the present year is comprised in the following statement: —

The loam required for the entire park should be transferred from Basin No. 4, Ashland, to the park, and stored in convenient places for present and future uses.

The areas requiring loaming between the Boylston Street arch and Beacon Street should be graded and loamed, and such planting done as can properly be accomplished.

All the embankment wall should be completed.

The Boylston Street arch should be completed and the grading around it finished.

The work of dredging and forming the park water-way should be continued.

The drive-ways between the Boylston Street arch and Beacon Street should be graded and properly surfaced, if Commonwealth Avenue and Boylston Street, from West Chester Park, can also be graded and surfaced during the season; otherwise it would hardly be worth while to do it, as a gravel surface on the drive-way of this section would do well enough until the work on Commonwealth Avenue and Boylston Street is done.

The iron fence should be placed in position on the granite curb surrounding portions of the Beacon Entrance, and iron fences should also be placed on the Commonwealth Avenue and Beacon Entrance bridges.

Respectfully,

HENRY M. WIGHTMAN,
City Engineer.

In considering the expenditures already made upon the Back Bay Park, it should be borne in mind that it is a public work more analogous to that of the Street Department than to park-work proper. Of the \$645,000 already expended, \$545,000 were for the construction of streets and bridges.

BETTERMENTS.

Of the 618 assessments made upon estates for benefit derived from the locating and laying out of the Back Bay Park, amounting to \$431,972, four fifths, or 497, have been paid in full, 16 have been paid in part, and 105 assessments remain unpaid; the total receipts of the City Collector for betterments and interest to Dec. 31, 1882, being \$166,160.68.

Of the 132 suits by parties aggrieved by their assess-

ments, to have the amount of the benefit received by their estates assessed by a jury of the Superior Court, as provided in the Park Act, 31 have been paid in full; in 9 cases judgment being rendered for the full amount without costs by agreement of parties. The amount of unpaid assessments now in suit is \$264,432, of which the Boston Water Power Company represents \$182,288.

During the year the case of *Foster et al. v. The Park Commissioners*, which was a petition for *certiorari* to quash the order of the Board assessing betterments on account of the Back Bay Park, has been decided by the Supreme Court in favor of the validity of the assessments. The Court held that the park was legally located and laid out by the order passed by the Board, December 27, 1879, and that the provisions of the act under which the locating and laying out and the assessment of betterments were done are constitutional.

The betterment upon the lands assessed as above, comprising 15,388,567 square feet, was \$863,944, one-half of which, namely \$431,972, was charged upon the estates, being an average of $2\frac{8}{10}$ cents per square foot. The increase of valuation of the same lands by the Assessors to May 1, 1882, was \$9,703,749, an average of 63 cents per square foot. The valuation of the land in the rest of the city, from 1877, the year before the establishment of the park, to May 1, 1882, was reduced \$23,466,249; suggesting that if the action of the Assessors, which has been accepted by the owners, is correct, the amount assessed for betterment by this Board was far below the actual benefit derived from the laying out of the park.

The Assessors' valuations of these estates, not including buildings, for the above six years are as follows:—

	Valuation.	Annual Increase.	Total Increase.
In 1877	\$11,143,751		
1878	12,290,392	\$1,146,641	\$1,146,641
1879	12,855,664	565,272	1,711,913
1880	16,529,900	3,674,236	5,386,149
1881	19,957,400	3,427,500	8,813,649
1882	20,847,500	890,100	9,703,749

Showing an increase in 1882 over 1877 of \$9,703,749, or 87 per cent., and yielding an increase of revenue in 1882, at the rate of \$15.10 per M. of \$146,526 60

The value of new buildings erected upon this territory since 1877, was \$5,549,100, from which the city derives an income this year of 83,791 41

Total increased taxes in 1882, \$230,318 01

PARK COMMISSIONERS' REPORT.

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The taxes upon the above increase of valuations of the lands assessed for betterments for five years are as follows :—

		Rate.	Tax.
In 1878 over 1877	\$1,146,641	\$12 80	\$14,677 00
1879	“ 1,711,913	12 50	21,398 91
1880	“ 5,386,149	15 20	81,869 46
1881	“ 8,813,649	13 90	122,509 72
1882	“ 9,703,749	15 10	146,526 60
Increased taxes on land . . .			<u>\$386,981 69</u>

The increased revenues from taxes upon new buildings erected upon these lands, between 1877 and 1882, are as follows :—

		Rate.	Tax.
In 1878 over 1877	\$461,300	\$12 80	\$5,904 64
1879	“ 896,000	12 50	11,200 00
1880	“ 1,866,700	15 20	28,373 84
1881	“ 3,992,300	13 90	55,492 97
1882	“ 5,549,100	15 10	83,791 41
Increased taxes on buildings . . .			<u>\$184,762 86</u>

SUMMARY.

Amount of betterments as-			
essed	\$431,972 00		
Abated for over estimate of			
land	\$375 00		
Assumed by city			
on land given			
for streets	2,763 24		
	<u>3,138 24</u>		
			<u>\$428,833 76</u>
Increase of taxes on increased valuation of			
the lands assessed for betterment . . .			386,981 69
Increase of taxes on new buildings erected			
on said lands			184,762 86
			<u>\$1,000,578 31</u>

BUSSEY PARK AND ARNOLD ARBORETUM.

The negotiations begun six years since for the acquisition of certain lands in West Roxbury, chiefly those known as the

Bussey Farm, and owned by Harvard University, have been concluded. The tract, containing $167\frac{4}{10}$ acres, was taken under the authority of the Park Act, as follows : —

From Harvard University	122.6 acres.
“ George W. Goldsmith, and his heirs	14.9 “
“ Adams Nervine Asylum	11.6 “
“ Caroline E. Skinner	6. “
“ Arthur W. Austin	4. “
“ Freelove S. Kent	3.8 “
“ Sophia A. Smith, and her heirs	3.5 “
“ Joseph C. Skinner	1. “
<hr/>	
Total	167.4 acres.

Settlements for land damages have been made with the exception of for $25\frac{7}{10}$ acres.

Preliminary to this action the following Act was passed by the Legislature : —

“AN ACT TO AUTHORIZE THE CONNECTION OF THE ARNOLD ARBORETUM WITH THE SYSTEM OF PARKS OF THE CITY OF BOSTON.

“Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows : —

“SECTION 1. In case the Board of Park Commissioners of the City of Boston deem it desirable to take that tract of land in that part of the City of Boston known as West Roxbury, held by the President and Fellows of Harvard College, and by them dedicated to the use of the Arnold Arboretum, so called, together with certain adjoining tracts, the property of other parties, deemed by said Commissioners convenient and necessary for use in connection therewith, for the purposes and under the powers and limitations set forth in chapter one hundred and eighty-five of the acts of eighteen hundred and seventy-five and acts in addition thereto and amendment thereof, the City of Boston is hereby authorized to lease such portion of said Arboretum and adjoining tracts so taken as the said Board of Park Commissioners may deem not necessary for use as park-ways and grounds, to the President and Fellows of Harvard College, to be held by them to the same uses and purposes as the Arboretum is now held under the trusts created by the wills of Benjamin Bussey and of James Arnold ; and for such a term and upon such mutual

restrictions, reservations, covenants, and conditions as to the use thereof by the public, in connection with the uses of the same under said trusts, and as to the rights, duties, and obligations of the contracting parties, as may be agreed upon between said Commissioners and said President and Fellows.

"The Board of Park Commissioners on the part of the City of Boston, and the President on behalf of the President and Fellows of Harvard College, are respectively authorized to execute and deliver said lease.

"SECT. 2. This act shall take effect upon its passage.

"[Approved March 29, 1880.]"

On December 28, 1881, and December 29, 1882, respectively, the City Council passed the following votes:—

"CITY OF BOSTON,

"IN BOARD OF ALDERMEN, Dec. 27, 1881.

"*Ordered*, That the Park Commissioners of Boston be requested to take for the purposes of a public park the land known as the Arnold Arboretum, and to purchase or take for the same purposes, land adjoining said Arboretum, for an amount not exceeding sixty thousand dollars, paying therefor not more than twenty-five per cent. advance on the assessed value of A.D. 1880; and, also, said Commissioners are authorized to lease any portion of said Arboretum when taken, or of said lands when taken or bought, and to enter into suitable covenants with the President and Fellows of Harvard College, in regard to any of such lands taken for a public park, substantially as set forth by said Commissioners in their report, dated October 21, 1880, and printed as City Document No. 118 of said year.

"Provided that the estimated cost of all drive-ways called for under such arrangement shall not exceed the sum of seventy-five thousand dollars: also provided that before any covenant is made with the authorities of Harvard College, a set of rules and regulations, to govern the use of the grounds by the public, shall be drawn up, which shall receive the approval of the Mayor, the Park Commissioners, and the Corporation Counsel on the part of the City of Boston.

"*Ordered*, That the City Treasurer be and he hereby is authorized to borrow, under the direction of the Committee on Finance, for the purchase or taking of lands for a public park in connection with the Arnold Arboretum, the sum of sixty thousand dollars, the bonds or certificates of debt to be issued in negotiating said loan to be denominated on the face thereof 'Public Park Loan,' and to bear such rate of interest

as the Committee on Finance may determine; and the Park Commissioners are hereby authorized to expend said sum for the purpose aforesaid. Passed in Common Council: Yeas, 52; nays, none. Came up for concurrence. Read, and passed in concurrence: Yeas, 11; nays, 1. Approved by the Mayor, Dec. 28, 1881. A true copy. Attest: S. F. McCLEARY, *City Clerk.*"

The rules adopted are as follows:—

"The Arnold Arboretum shall be open to visitors daily from seven o'clock A.M. to sunset, subject to the following rules and regulations, and such others as may be established from time to time, as provided in these rules:—

"No street or way, and no steam or horse railroad, or other construction for like purposes, shall be laid out through or over any part of the Arboretum, except at such places and in such manner as the Park Commissioners and the Corporation of Harvard University shall jointly approve.

"No military or civil encampment, parade, drill, review, procession, or other military or civil evolution, assemblage, entertainment, exercise or athletic game or sport shall be held or performed within the Arboretum, except with the prior consent of the Park Commissioners and the Corporation of Harvard University. Nor shall any military body, without such consent, enter or move in military order within the same, except in case of riot, insurrection, rebellion, or war.

"No buildings or structures of any kind shall be erected or placed within the Arboretum, excepting with the prior consent of the Park Commissioners and the Corporation of Harvard University, and at such places and of such character as they may jointly agree upon. No hawkers, pedlers, or other persons shall expose for sale, or sell within the Arboretum, anything whatever, except by the joint license and consent of the Park Commissioners and Corporation of Harvard University.

"Additional regulations for the use, preservation, and development of the Arboretum, and the instruction, comfort, and safety of visitors may be made from time to time, as experience suggests, by the Park Commissioners and Corporation of Harvard University jointly; and in case they should be unable to agree, then by a majority of a Board to consist of the President of the University, the Mayor of the City of Boston, and a third person to be chosen by them.

"May 20, 1882. Approved by Board of Park Commissioners, C. H. DALTON, *Chairman.*

"Approved by SAMUEL A. GREEN, *Mayor.*

"Approved by E. P. NETTLETON, *Corporation Counsel.*

"June 21, 1882. Approved by the President and Fellows of Harvard College, CHARLES W. ELIOT, *President.*"

"CITY OF BOSTON,

"IN BOARD OF ALDERMEN, Dec. 26, 1882.

"*Ordered*, That the Board of Park Commissioners be authorized to include in the lease of the Arnold Arboretum to the President and Fellows of Harvard College, a covenant that the city will keep the premises leased free and discharged of and from all taxes and assessments thereon during the term of the lease. Passed. Sent down for concurrence, Dec. 28. Came up concurred. Approved by the Mayor, Dec. 29, 1882. A true copy. Attest: S. F. McCLEARY, *City Clerk*."

Pursuant to the above proceedings, certain of the lands taken, comprising 122 acres, have been leased to Harvard University, in settlement of all claims for land damages, to be devoted to the use of that department of the College known as the Arnold Arboretum, the purposes of which are, as recited in the will of the late Mr. Arnold, that all the varieties of trees, shrubs, and herbaceous plants, either indigenous or exotic, which can be raised in the open air in West Roxbury, shall be collected and planted and each specimen labelled. The expenses of the Arboretum are to be paid from the income of the Arnold fund, held in trust by the Corporation of the University for this purpose. The remaining lands will be in charge of this Board, which will build and maintain drive-ways and walks, and keep in order the open spaces, and exercise police control over the entire premises.

The terms upon which these lands are dedicated to the instruction and enjoyment of the public are mutually advantageous to the University and the City, but it should never be forgotten that the opportunity for accomplishing the work is due to the intelligent public spirit and enthusiastic love of nature of the two men whose names are associated in the title of the grounds; and it is equally true that the two corporations, by their fellowship in the work, have greatly enlarged the scope of the benefactions of the founders. The duties and obligations of the corporations are distinct in character and administration, but they will, under the provisions agreed upon, fully supplement each other. The Arboretum proper will have in its management the best scientific skill, its Director being an appointee of the College; the student of arboriculture will have opportunity for investigation, and the public will enjoy free access to the grounds under rules established by the City and College. It is understood that the collection and cultivation of trees and woody plants in the

Arboretum nurseries have been in progress for several years, and that large quantities are now in condition for permanent planting, and that the necessary funds are in hand.

The natural beauties of the grounds are, perhaps, unsurpassed in Eastern Massachusetts; the soil is rich, the surfaces present a pleasing combination of hill-sides and meadows, with forests and copses of indigenous growth. Happily, the farm has never been "improved" in the land-speculation sense, but preserved as a family country-seat for several generations. On the eastern border of the grounds will be located a section of the park-way, which is designed eventually to connect the chief parks of the city; pleasure-drives and walks will be laid out within the park, with entrances from various convenient points; certain elevated lands, which afford extensive views, will be preserved in their existing condition; and some low parts will be utilized for ornamental waters, a supply for which is within the limits. The park can be reached in five minutes' walk from the Forest Hills station on the Providence Railroad, and from Centre Street by the Jamaica Plain street-cars. A topographical survey has been made, by which the drive-ways have been definitely located, which will enable the Board to begin road-building early in the year, and to open the grounds to the public with the least possible delay contingent upon the funds at its disposal.

In the immediate vicinity are extensive tracts of unimproved land, several hundreds of acres in extent, having many desirable characteristics for park uses, valued at moderate rates, which could easily be connected with Bussey Park, if, for any reasons, it should become the policy of the city to establish a large park in this section. For a small amount of money these forest lands can be bought, to be held for future improvements, the only current expense being the interest on the bonds, and the cost of thinning the trees and ditching the swampy parts. The amount of the municipal debt, and the rate of taxation, admonish the Board to use the large sums of money at its disposal for the purchase of park lands, at prices limited to full market values, with liberal allowances for any disturbance of the domestic or business interests of the owners. In the region referred to no such disturbance would occur — it has never attracted speculation, and remains to-day in its naturally wild state. The Board's experience of the past seven years convinces it that the policy hereby suggested will be economical, and otherwise judicious. Other large cities have provided for the future at comparatively little expense by anticipating their growth, and securing for their citizens such public grounds as would be unobtainable if action were delayed until they were required for actual use. Before the

time when the present population of Boston shall have doubled such wild lands as are referred to will be needed for parks, and the Board, therefore, asks that your Honorable Body will consider whether such a policy as is suggested may not be inaugurated during the current year.

The following is the text of the lease to Harvard University : —

THIS INDENTURE, made the thirtieth day of December, in the year eighteen hundred and eighty-two, between the City of Boston, a municipal corporation in the Commonwealth of Massachusetts (hereinafter called the City), of the one part, and the President and Fellows of Harvard College, a corporation established by the laws of Massachusetts (hereinafter called the College), of the other part.

Whereas, the Board of Park Commissioners of the City of Boston, by virtue of the authority conferred upon said Board by chapter one hundred and eighty-five of the Acts of the Legislature of Massachusetts of the year 1875, and by the City Council of said City of Boston, by a certain written instrument of even date herewith, to be recorded with the Suffolk Registry of Deeds, have taken and located as and for a public park that tract of land in that part of said City known as West Roxbury, held by the College, and by it dedicated to the use of the Arnold Arboretum, so-called, together with certain adjoining tracts, the property of other persons, deemed by said Commissioners convenient and necessary for use in connection therewith, for the purposes and under the powers and limitations set forth in said Act and Acts in addition thereto and amendment thereof. And, whereas, by an Act of the General Court of Massachusetts, passed on the twenty-ninth day of March, in the year 1880, it was enacted that, in case the said Board of Park Commissioners deemed it desirable so to take the said lands for the said purposes, the City was thereby authorized to lease such portion of the said Arboretum and adjoining tracts so taken as the said Board of Commissioners might deem not necessary for use as parkways and grounds to the College, to be held to the same uses and purposes as the said Arboretum was then held under the trusts created by the wills of Benjamin Bussey and of James Arnold, and for such a term, and upon such mutual restrictions, reservations, covenants, and conditions as to the use thereof by the public, in connection with the uses of the same under the said trusts, and as to the rights, duties, and obligations of the contracting parties as might be agreed upon between the said Commissioners and the College. And the Board of Park Commissioners, on the part of the City, and the

president, on behalf of the College, were respectively authorized to execute and deliver the said lease. And, whereas, the said Board of Park Commissioners deems such portion of the said Arboretum and adjoining tracts, as is hereinafter described and leased, to be not necessary for use as parkways and grounds, and considers that the same will be better and more advantageously enjoyed and used by the public as a part of the said park, if the same be leased to the College for the purposes of the said trusts, and upon such terms, and subject to such provisions with regard to the use thereof by the public, as are hereinafter contained. And it has been agreed between the said Commissioners and the College that the same be leased to the College for the term, and upon the mutual restrictions, reservations, covenants, and conditions hereinafter expressed.

Now, this Indenture witnesseth, that the City, by virtue and in exercise of the power and authority given to it by the said Act, and of every other power and authority it hereto enabling, doth demise and lease unto the College all that parcel of land delineated on a plan entitled "The Arnold Arboretum," and to be recorded herewith in the Suffolk Registry of Deeds, situate in that part of Boston known as West Roxbury, and bounded and described as follows: Beginning at a point on the northerly line of South Street, at land of the President and Fellows of Harvard College, and running thence north-westerly on said land by two lines 259 feet and $282\frac{94}{100}$ feet; thence turning and running in a general westerly direction on said land of said President and Fellows by several lines $457\frac{14}{100}$ feet, $343\frac{59}{100}$ feet, $60\frac{15}{100}$ feet, $145\frac{20}{100}$ feet, $140\frac{20}{100}$ feet, $202\frac{1}{100}$ feet, and $464\frac{92}{100}$ feet; thence turning and running on said last-mentioned land in a general south-easterly direction, by several lines $83\frac{29}{100}$ feet, $116\frac{71}{100}$ feet, $107\frac{80}{100}$ feet, and $254\frac{37}{100}$ feet to South Street; thence turning and running south-westerly by a curved and broken line on said South Street $1,408\frac{37}{100}$ feet to Bussey Street; thence turning and running north-westerly on said Bussey Street $1,981\frac{57}{100}$ feet to Walter Street; thence turning and running northerly on said Walter Street $240\frac{37}{100}$ feet; thence turning and running north-easterly by three lines on land of Caroline E. Skinner and Freelove S. Kent $272\frac{64}{100}$ feet, $357\frac{17}{100}$ feet, and $242\frac{94}{100}$; thence turning and running north-westerly on said land of Kent $350\frac{80}{100}$ feet to Centre Street; thence turning and running north-easterly on said Centre Street $1,409\frac{97}{100}$ feet; thence turning and running south-easterly 200 feet; thence north-easterly 100 feet; thence easterly $369\frac{56}{100}$ feet; thence north-easterly $200\frac{8}{100}$ feet; thence

north-westerly $493\frac{2.9}{100}$ feet; thence north-easterly $755\frac{7.5}{100}$ feet; thence north-westerly 130 feet, the last seven boundaries being on land of the Adams Nervine Asylum; thence turning and running north-easterly on land of said Asylum, and on lands now or formerly of Edward K. Butler, William H. Goodwin, George W. Richards, and William Minot, Jr., Trustee, $1,020\frac{2.6}{100}$ feet to Centre Street; thence turning and running south-easterly on said Centre Street $126\frac{5.3}{100}$ feet; thence turning and running south-westerly by a curved line of $28\frac{5.8}{100}$ feet, radius 45 feet; thence southerly by another curved line of $157\frac{8.5}{100}$ feet, radius $68\frac{8.9}{100}$ feet; thence by another curved line of $322\frac{5.9}{100}$ feet, radius $97\frac{6.3}{100}$ feet; thence south-easterly by a straight line $94\frac{2.0}{100}$ feet; thence southerly by a curved line of $1,011\frac{5.1}{100}$ feet, radius $490\frac{1.4}{100}$ feet; thence south-westerly by another curved line of $747\frac{8.9}{100}$ feet, radius $307\frac{6.5}{100}$ feet, the last six boundaries being on land of George W. Goldsmith and his heirs; thence south-westerly by a straight line on land now, or formerly, of Robert and Fred Seaver $217\frac{8.0}{100}$ feet; thence south-westerly by a straight line $1\frac{8}{100}$ feet; thence southerly by a curved line of $354\frac{6.0}{100}$ feet, radius $427\frac{4.3}{100}$ feet; thence south-easterly by a straight line $218\frac{6.4}{100}$ feet, the last three boundaries being on land of Sophia A. Smith and her heirs; thence continuing on the same line south-easterly $524\frac{2.7}{100}$ feet; thence by a curved line of $387\frac{3.4}{100}$ feet, radius $172\frac{3.5}{100}$ feet; thence south-easterly by a straight line, 50 feet; thence by a curved line of $859\frac{9.2}{100}$ feet, radius $435\frac{2.5}{100}$ feet; thence south-easterly by a straight line $60\frac{1.5}{100}$ feet; thence by a curved line of $529\frac{6.9}{100}$ feet, radius $41\frac{5.9}{100}$ feet; thence by another curved line of 175 feet, radius $45\frac{8.0}{100}$ feet; thence easterly by another curved line of $17\frac{7.3}{100}$ feet, radius $35\frac{9.4}{100}$ feet, to South Street — the last eight boundaries being on land of Arthur W. Austin; thence turning and running southerly and south-westerly on South Street $422\frac{8.0}{100}$ feet, to the point of beginning, containing $167\frac{4.4}{100}$ acres, more or less.

Excepting and always reserving out of these presents all those parts of the said lands delineated and marked on the said plan as drive-ways and park-ways, and those parts of the same lands delineated and marked A and B, respectively, on the said plan; and granting, with the premises hereby leased, a free and unobstructed right of way upon and over all the said excepted parts of the said lands, and upon and over the drive-ways and park-ways delineated on the said plan, and so marked thereon.

To have and to hold the premises hereby leased (hereinafter called the Arnold Arboretum) unto the College, and its successors and assigns, for the term of one

thousand years from the date hereof, without impeachment of waste, upon and for the same trusts, uses, and purposes as those upon and for which the said land held by the College for the purposes of the said Arboretum at the said time of the passing of the said Act of the year 1880 was then held under the will of Benjamin Bussey and the will of James Arnold, and a certain indenture, dated the 29th day of March, in the year 1872, and made between George B. Emerson, John J. Dixwell, and Francis E. Parker, as trustees of the will of the said James Arnold, of the one part, and the College of the other part, in which indenture the trusts provided for in the said will of James Arnold are declared in pursuance of the directions in the said will contained, yielding and paying therefor, during the said term, the yearly rent of one dollar. And the City covenants with the College, its successors and assigns, that the College, and its successors and assigns, shall peaceably hold and enjoy the premises hereby leased, during the said term without any interference or control of the City, or any person claiming through or under it. That the City will, at all times, save and keep harmless and indemnified the College, and its successors and assigns, and keep the premises hereby leased free and discharged of and from all taxes and assessments of every description which, during the said term, may be assessed or payable in respect of or charged upon the premises hereby leased, or any part thereof. That the City will, within a reasonable time, make and finish, fit for use of good, sound materials, and in a proper and workmanlike manner, the drive-ways, of which the sites and dimensions are delineated on the said plan, and so marked thereon, but at a cost not exceeding seventy-five thousand dollars, and that the said drive-ways, during the said term, shall be repaired and maintained in a proper and substantial manner, free of all charge and expense to the College, and its successors and assigns. That the City will, during the said term, provide and maintain a proper and sufficient police in and about the Arnold Arboretum, and the said parts excepted from these presents and the said roads, avenues, and parkway for the preservation of order and good conduct and the observance of the rules hereinafter mentioned or provided for. That no public street or highway, and no steam or horse railway, or construction for like purposes, shall be laid out through or over any part of the Arnold Arboretum, except in such places, if any, and in such manner as the Park Commissioners and the College shall approve. That if the water supply from the sources within the Arnold Arboretum, which the college has heretofore enjoyed for use in the said Arbore-

tum, shall at any time be cut off, interrupted, or impaired by the City or its assigns, the City will immediately provide at its own charge and expense an equal or superior supply of water for the like use. And that if the College, its successors or assigns, shall be desirous of taking a renewed lease of the said premises for the further term of one thousand years from the expiration of the term hereby granted, the City or its assigns will, upon the request and at the expense of the College, its successors or assigns, and upon its or their executing and delivering to the City or its assigns a counterpart thereof, forthwith execute and deliver to the College, its successors or assigns, a renewed lease of the said premises for the further term of one thousand years, at the same yearly rent and upon and subject to the same restrictions, reservations, covenants, and conditions, as are herein contained, including this present covenant, and so on from time to time forever. And the College, for itself and its successors and assigns, covenants with the City that the College will not commence or prosecute any action, suit, or other proceeding against the City for the enforcement or recovery of any damages or claim which the College may have or be entitled to against the City by reason of the said taking of the said Arboretum land by the City.

And that the Arnold Arboretum shall, at all reasonable times, be open to the inspection of the public as a part of the said park, subject to the rules hereinafter mentioned or provided for. Provided, always, and it is hereby declared, that the City shall be at liberty to erect and maintain suitable gate-ways for entrance thereto upon any of the said excepted parts, and to maintain gates there. And that no pavilion, kiosk, urinal, museum, greenhouse, stable, shed, or other building (except as above provided), shall be erected or maintained within the Arnold Arboretum, or in any of the said excepted parts, or in any of the said drive-ways or park-ways, without the prior consent of the Park Commissioners and the College. Provided, also, and it is hereby declared and agreed that the use of the Arnold Arboretum, and of the said excepted parts, and of the said roads, avenues, and park-ways, by the City and its assigns, and the College, its successors and assigns, and the public, shall be subject to the rules contained in the schedule hereto annexed, and to such additional rules as have been or may, from time to time, be agreed upon between the Park Commissioners and the College. But any of the said rules may be altered or annulled by agreement between the Park Commissioners and the College.

In witness whereof the City, by its Board of Park Commissioners, and the College, by its President, have hereto

set their respective corporate seals, and caused these presents to be signed, acknowledged, and delivered in their name and behalf by the said Commissioners and the said President, the day and year first above written.

The City of Boston,

[Seal.]

by CHARLES H. DALTON,
WM. GRAY, JR.,
HENRY LEE,

The Board of Park Commissioners of the City of Boston.

President and Fellows of Harvard College,

[Seal.]

by CHARLES W. ELIOT,

President.

COMMONWEALTH OF MASSACHUSETTS,

SUFFOLK, ss.

December 30, 1882.

Then personally appeared Charles H. Dalton, William Gray, Jr., and Henry Lee, Board of Park Commissioners of the City of Boston, and acknowledged the foregoing instrument to be the free act and deed of the said City; and personally appeared Charles W. Eliot, President, and acknowledged the foregoing instrument to be the free act and deed of the President and Fellows of Harvard College. Before me,

EDWARD P. NETTLETON,

Justice of the Peace.

The schedule referred to in the above-written Indenture :—

RULES.

1. The Arnold Arboretum shall be open to visitors daily, from 7 o'clock A.M. to sunset.
2. No hawker, pedler, or huckster, or other person offering or exposing for sale any goods or wares, shall be allowed in the Arboretum, or in any of the roads, avenues, or park-ways within its limits.
3. No military or civil encampment, parade, drill, review, procession, or other military or civil evolution, assemblage, entertainment, exercise, or athletic game or sport shall be had or performed within the Arboretum, or in any of the said roads, avenues, or park-ways, except with the prior consent



CITY OF BOSTON.
DEPARTMENT OF PARKS.

—1882—

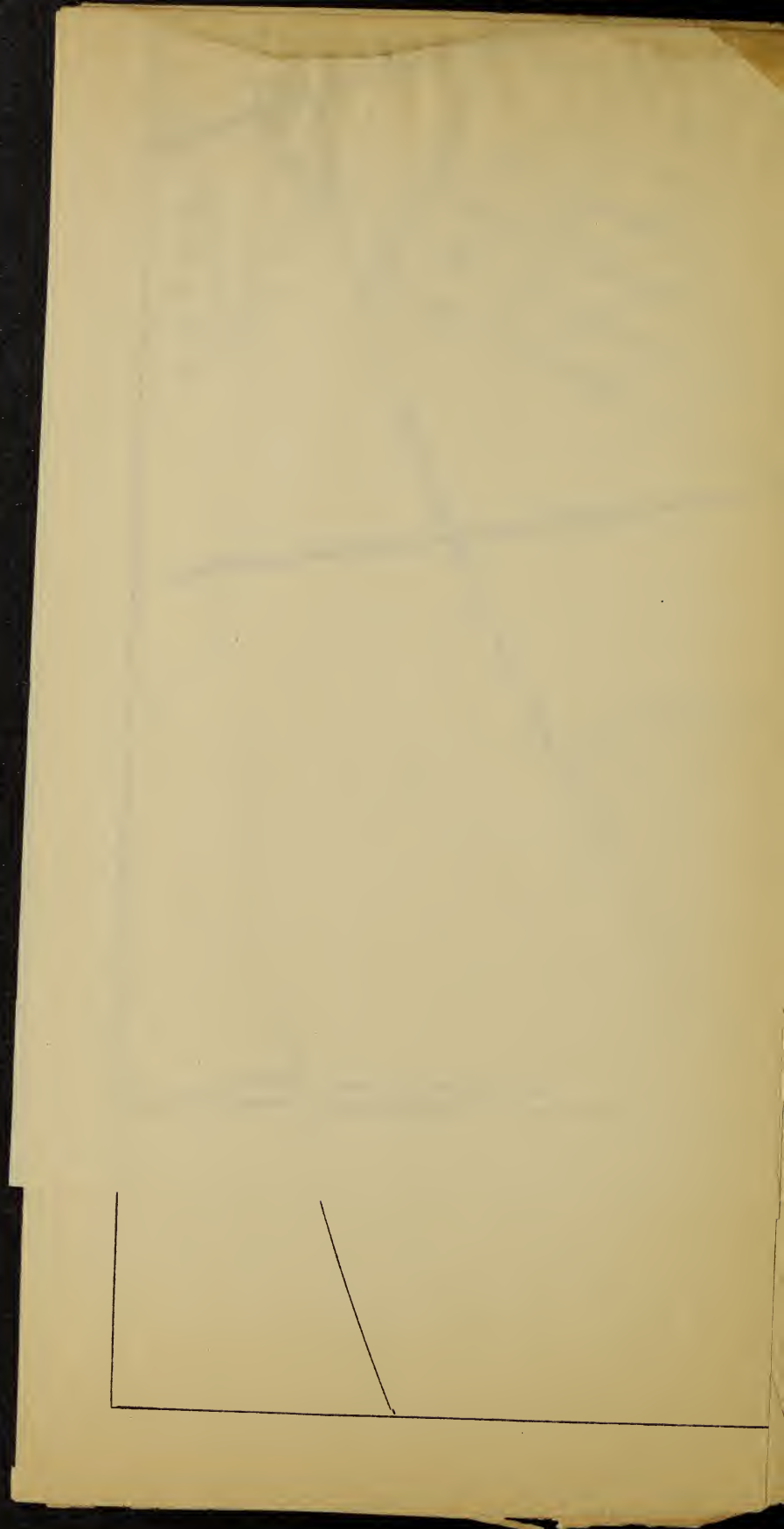
WOOD ISLAND PARK.
EAST BOSTON.

PARK COMMISSIONERS
CHARLES H. DALTON
WM. GRAY JR.
HENRY LEE

SCALE OF FEET
0 400 800 1200

AREA OF PARK UPWARD 19.6
" " " FLATS 57.7
TOTAL AREA 81.3 ACRES.

2 MILE CIRCLE FROM MAVERICK SQUARE



of the Park Commissioners and the Corporation of Harvard College. And no military body shall, except with such prior consent, enter or move in military order within the Arboretum, or in any of the said roads, avenues, or park-ways, except in case of riot, insurrection, rebellion, or war.

WEST ROXBURY PARK, CITY POINT BATTERY, CHARLES RIVER EMBANKMENT, AND MUDDY RIVER IMPROVEMENT.

Negotiations for the purchase of lands in these various localities have been prosecuted during the year, though not yet completed, and will be continued, and the results duly reported to the City Council. The Board anticipates favorable results in some directions, if not in all. In some instances the owners of estates have placed so high a value upon their property as to put it beyond the power of the Board to purchase without extreme injustice to other adjacent owners and the city at large. There is no evidence that the real estate of the city, generally, is assessed greatly below its true value, nor that the Assessors have departed from their usual methods in some of the localities where it is proposed to locate parks, as would be the case if the prices asked by the owners are correct.

Other temporary causes have delayed action by the Board, such as unexpired leases, the occupation of estates for business purposes, which cannot be immediately vacated without undue losses involving unnecessary damages for which the city would be responsible; legal complication of properties, wherein titles are in litigation and the ownership is undetermined. The Board has kept in view both public and private interests in administering its trust, and submits that the apparent delay in the prosecution of its work is only a proper consideration for the rights of all parties.

WOOD ISLAND PARK, EAST BOSTON.

The purchase of a tract of land for a park in East Boston from the East Boston Company, and known as East Wood Island, has been concluded, containing 19.6 acres of high upland, with 57.7 acres of adjacent flats, extending to the Channel line, and a park-way, 100 feet wide and 1,734 feet long, from Bennington Street to the park,—in all an area of 81.3 acres. The price paid is \$50,000, which is \$10,000 less than the assessed valuation of the upland alone. This property is well adapted for park purposes, and can, in time, be made most attractive in itself, while it possesses the rare

advantage of a frontage on the Harbor, a characteristic to be highly valued. Topographical surveys and plans for improvement of the park will be made during the season.

BRIGHTON PARK.

An order for the purchase of lands within the limits of the proposed Brighton Park, as heretofore recommended by this Board, passed the Board of Aldermen in 1881, but failed in the Council, which body referred the subject to the City Government of 1882, but no action was taken by the latter in the premises. A full description, with a map of the proposed area has been given in previous reports of this Board (in City Doc. 42, 1876, and City Doc. 16, 1882), and hence need not be repeated here. The Board recommends that the same action be taken touching the proposed Brighton Park as was done with respect to the other parks, and that an order be passed authorizing the purchase at an estimated cost of \$200,000.

Respectfully submitted,

CHARLES H. DALTON,
WILLIAM GRAY, JR.,
HENRY LEE,

Commissioners.

Boston, January 27, 1883.

[DOCUMENT 9 — 1884.]



CITY OF BOSTON.

NINTH ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS OF THE
DEPARTMENT OF PARKS

FOR THE CITY OF BOSTON,

FOR THE YEAR 1883.

To the Honorable the City Council of the City of Boston: —

Section 15 of the Act of 1875, Chapter 185, entitled "An Act for the laying out of Public Parks in or near the City of Boston," requires that the Board of Park Commissioners "shall annually, in the month of January, make to the City Council of Boston a full report of its doings for the preceding year, including a detailed statement of all their receipts and expenditures."

In accordance therewith the Board has the honor to submit the following report: —

FINANCIAL STATEMENTS.

I.

*Receipts and Expenditures of the Department for the year
1883.*

BACK BAY.

LAND ACCOUNT.

Balance unexpended, Dec. 31, 1882 \$21,925 21

No payments have been made on this account during 1883.

CONSTRUCTION AND MAINTENANCE.

Balance unexpended, Dec. 31, 1882 . . .	\$162,546 73	
Appropriation for the financial year 1883-84 . .	100,000 00	
	<hr/>	\$262,546 73

EXPENDITURES FOR CONSTRUCTION.*Filling.*

Amount paid for filling done by the Boston & Albany Railroad Co. . .	\$68,781 78	
Amount paid for filling by teams . .	2,600 83	
Engineering and superintendence . .	724 00	
	<hr/>	\$72,106 61

*Excavating, Grading, Loam, and
General Work.*

Grading, labor and materials . . .	\$25,779 30	
Loam, labor and materials . . .	18,122 84	
Expenses of excavating, labor and materials	11,181 95	
Superintendence and general work . .	4,747 77	
Tow-boat and scows, labor and ma- terials	4,206 32	
Engineering expenses	134 37	
	<hr/>	64,172 55

Retaining Walls, Curb, and Fence.

Expenses of construction, labor and materials	\$34,723 21	
Materials of construction, freight and charges	21,399 38	
Fuel, supplies, carting, etc. . . .	259 06	
	<hr/>	56,381 65

Boylston Bridge.

Materials of construction, freight and charges	\$3,644 84	
Expenses of construction, labor and materials	2,675 83	
Engineering expenses	71 87	
Fuel, supplies, carting, etc. . . .	59 85	
	<hr/>	6,452 39

Plantations.

Trees and plants	\$3,310 00	
Labor and care of same	160 00	
	<hr/>	3,470 00

Beacon Entrance Bridge.

Amount paid Smith & Lovett, under contract, for iron fence . . .	\$1,500 00	
Expenses of construction, labor and materials	87 73	
	<hr/>	1,587 73
<i>Amount carried forward,</i>		\$204,170 93

PARK COMMISSIONERS' REPORT.

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Amount brought forward, \$204,170 93

Plans and Designs.

F. L. Olmsted, Landscape Architect Advisory . 1,515 00

Railroad Bridge.

Expenses of construction, labor and
materials \$531 33
531 33

Machinery, Tools, etc.

Derricks and rigging 180 00
Balance unexpended, Dec. 31, 1883 56,149 47
\$262,546 73

RIVERDALE

*[Muddy River Improvement.]***LAND ACCOUNT.**

Public Park Loan, issued April 27, 1883 . . . \$25,000 00
" " May 31, 1883 . . . 100,000 00
\$125,000 00

Expenditures.

Amount paid for land in 1883 \$57,012 67
Balance unexpended, Dec. 31, 1883 67,987 33
\$125,000 00

CONSTRUCTION AND MAINTENANCE.

Balance unexpended, Dec. 31, 1882 \$1,514 74

EXPENDITURES FOR CONSTRUCTION.

Plans and Designs.

Surveyors and assistants \$44 87
Coach-hire 14 88
Surveying expenses 3 64
Stationery 3 00
Balance unexpended, Dec. 31, 1883 1,448 35
\$1,514 74

BUSSEY PARK AND ARNOLD ARBORETUM.

LAND ACCOUNT.

Public Park Loan, issued Jan. 1, 1883 \$60,000 00

Expenditures.

Amount paid for land in 1883 \$29,401 85
Balance unexpended, Dec. 31, 1883 30,598 15
\$60,000 00

CONSTRUCTION AND MAINTENANCE.

Appropriation for the financial year 1883-84 \$15,000 00

EXPENDITURES FOR CONSTRUCTION.

Driveways.

Labor	\$10,707 52	
Building sheds, and yard, and repairs on office building	1,794 03	
Tools and implements	560 11	
Fuel, supplies, carting, etc.	136 74	
Office furniture and supplies	101 98	
Engineering expenses	93 91	
Balance unexpended, Dec. 31, 1883	1,605 71	
		<u>\$15,000 00</u>

WEST ROXBURY PARK.

LAND ACCOUNT.

Public Park Loan, issued March 13, 1883	\$300,000 00	
“ “ “ “ May 31, 1883	300,000 00	
		<u>\$600,000 00</u>

Expenditures.

Amount paid for land in 1883	\$346,250 00	
Balance unexpended, Dec. 31, 1883	253,750 00	
		<u>\$600,000 00</u>

CONSTRUCTION AND MAINTENANCE.

Appropriation for the financial year 1883-84	\$5,000 00	
Amount transferred from Income Account	878 40	
		<u>\$5,878 40</u>

EXPENDITURES FOR CONSTRUCTION.

Plans and Designs.

Surveyors and assistants	\$1,980 25	
Surveying expenses	363 89	
		<u>\$2,344 14</u>

Structures.

Sanitary buildings	1,253 75	
		<u>\$3,597 89</u>

EXPENDITURES FOR MAINTENANCE.

Park Police.

Pay of men	\$1,630 00	
Equipments	42 65	
		<u>\$1,672 65</u>

Care of Grounds and Buildings.

Sign-posts and notices	\$250 59	
Watchmen, repairs of buildings, etc.	128 15	
Insurance	112 50	
Printing	75 66	
Advertising	40 91	
		<u>607 81</u>
Balance unexpended, Dec. 31, 1883		<u>\$2,280 46</u>
		<u>05</u>
		<u>\$5,878 40</u>

PARK COMMISSIONERS' REPORT.

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CHARLES RIVER EMBANKMENT.

LAND ACCOUNT.

Public Park Loan, issued April 27, 1883	.	.	\$100,000 00	
" " " " May 31, 1883	.	.	200,000 00	
			<hr/>	\$300,000 00

Expenditures.

Amount paid for land in 1883	.	.	.	\$124,487 00	
Balance unexpended, Dec. 31, 1883	.	.	.	175,513 00	
				<hr/>	\$300,000 00

CONSTRUCTION AND MAINTENANCE.

Appropriation for the financial year 1883-84	.	.	\$1,000 00	
Amount transferred from Income Account	.	.	1 75	
			<hr/>	\$1,001 75

EXPENDITURES FOR CONSTRUCTION.

Plans and Designs.

Borings and soundings	.	.	.	\$546 66	
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Filling.

Labor in levelling filling	.	.	.	68 00	
				<hr/>	\$614 66

EXPENDITURES FOR MAINTENANCE.

Care of Grounds and Buildings.

Repairs and care of buildings	.	.	\$384 69	
Stationery	.	.	2 40	
			<hr/>	387 09
			<hr/>	<hr/>
				\$1,001 75

DORCHESTER POINT, SOUTH BOSTON.

LAND ACCOUNT.

Public Park Loan, issued April 27, 1883	.	.	\$100,000 00	
" " " " April 30, 1883	.	.	20,000 00	
" " " " May 31, 1883	.	.	100,000 00	
			<hr/>	\$220,000 00

Expenditures.

Amount paid for land in 1883	.	.	.	\$105,658 59	
Balance unexpended, Dec. 31, 1883	.	.	.	114,341 41	
				<hr/>	\$220,000 00

CONSTRUCTION AND MAINTENANCE.

Appropriation for the financial year 1883-4	.	.	\$3,000 00	
Amount transferred from Income Account	.	.	97 20	
			<hr/>	\$3,097 20

EXPENDITURES FOR CONSTRUCTION.

Filling.

Filling material delivered by carts . .	\$1,650 96	
Labor in measuring and levelling . .	488 00	
Engineering expenses	16 32	
	<hr/>	\$2,155 28

EXPENDITURES FOR MAINTENANCE.

Care of Grounds and Buildings.

Auction sale of building	97 20	
Balance unexpended, Dec. 31, 1883	844 72	
	<hr/>	\$3,097 20

WOOD ISLAND PARK, EAST BOSTON.

LAND ACCOUNT.

Public Park Loan, issued Jan. 1, 1883	\$50,000 00
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Expenditures.

Amount paid for land in 1883	\$50,000 00
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CONSTRUCTION AND MAINTENANCE.

Appropriation for the financial year 1883-84	\$5,000 00
--	------------

EXPENDITURES FOR CONSTRUCTION.

Plans and Designs.

Surveyors and assistants	\$290 00	
Surveying expenses	38 25	
	<hr/>	\$328 25

EXPENDITURES FOR MAINTENANCE.

Care of Grounds and Buildings.

Advertising	\$34 80	
Sign-posts and notices	14 53	
	<hr/>	49 33
Balance unexpended, Dec. 31, 1883	4,622 42	
	<hr/>	\$5,000 00

DEPARTMENT APPROPRIATION.

GENERAL ACCOUNT.

Balance unexpended, Dec. 31, 1882	\$2,277 52	
Appropriation for the financial year 1883-84	5,000 00	
	<hr/>	\$7,277 52

Expenditures.

Salary of secretary and clerk	\$2,875 00	
Landscape Architect Advisory	500 00	
Printing	432 89	
Office boy and draughtsman	298 16	
Clerical services at Registry of Deeds and Assessors' office	250 12	
Stationery	59 06	
Office expenses	39 10	
Maps and plans	7 50	
	<hr/>	\$4,461 83
Balance of 1882-83 appropriation, merging at end of financial year	607 93	
Balance unexpended, Dec. 31, 1883	2,207 76	
	<hr/>	\$7,277 52

PARK COMMISSIONERS' REPORT.

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PARK NURSERY.

Balance unexpended, Dec. 31, 1882	\$461 65	
Appropriation for the financial year 1883-84	1,000 00	
	<u> </u>	<u>\$1,461 65</u>

Expenditures.

Plants	\$124 09	
Labor and care of nursery	63 75	
Balance unexpended, Dec. 31, 1883	1,273 81	
	<u> </u>	<u>\$1,461 65</u>

INCOME.

Receipts.

Revenue received from rents and sale of buildings	\$5,924 78	
Received from sale of old barrels	7 50	
	<u> </u>	<u>\$5,932 28</u>

Payments.

Paid for redemption of debt	\$4,152 50	
Transferred to West Roxbury Park	878 40	
Transferred to Dorchester Point	97 20	
Transferred to Charles River Embankment	1 75	
Paid into Public Park Sinking Fund	7 50	
Balance remaining, Dec. 31, 1883	794 93	
	<u> </u>	<u>\$5,932 28</u>

II.

Summary of Receipts and Expenditures on account of Back Bay Construction from July 23, 1877, to Dec. 31, 1883.

BACK BAY CONSTRUCTION.

Receipts.

From appropriations for Park Department	\$22,868 85	
From appropriations for Back Bay	828,829 92	
	<u> </u>	<u>\$851,698 77</u>

Expenditures.

Filling	\$395,974 16	
Excavating, grading, loam, and general work	122,777 34	
Retaining walls, curb and fence	101,514 42	
Boylston bridge	90,978 98	
Beacon Entrance bridge	53,628 16	
Railroad bridge	39,995 04	
Plans and designs	15,762 68	
Office and general expenses	14,114 92	
Machinery, tools, etc.	8,010 91	
Engineering	5,472 16	
Plantations	3,470 00	
	<u> </u>	<u>\$851,698 77</u>

III.

Receipts and Disbursements of the Department from the Organization of the Board, Oct. 8, 1875, to Dec. 31, 1883.

PUBLIC PARK CONSTRUCTION AND MAINTENANCE.

Receipts.

Public Park Loan	\$1,805,000 00	
Appropriations, less transfers and merged balances	979,504 28	
Income appropriated to maintenance	1,772 28	
	<hr/>	\$2,786,276 56

Disbursements.

Back Bay construction	\$851,698 77	
Back Bay land	444,074 79	
West Roxbury Park land	346,250 00	
Charles River Embankment land	124,487 00	
Dorchester Point land	105,658 59	
Riverdale land	57,012 67	
Wood Island Park land	50,000 00	
Bussey Park land	29,401 85	
General account	15,448 28	
Bussey Park construction	13,394 29	
West Roxbury Park construction	3,597 89	
Riverdale construction	3,551 65	
Park Nursery	2,726 19	
West Roxbury Park maintenance	2,280 46	
Dorchester Point construction	2,155 28	
Charles River Embankment construction	614 66	
Charles River Embankment maintenance	387 09	
Wood Island Park construction	328 25	
Dorchester Point maintenance	97 20	
Wood Island Park maintenance	49 33	
Balance unexpended, Dec. 31, 1883	733,062 32	
	<hr/>	\$2,786,276 56

PUBLIC PARK DEBT AND SINKING FUND.

Receipts.

Appropriations for Sinking Fund	\$181,996 00	
Back Bay betterment	175,300 04	
Appropriations for interest on debt	135,751 64	
Interest on bank deposits and investments	42,301 31	
Income applicable to the payment of debt	4,152 50	
From appropriations for Back Bay and Park Department	4,008 30	
From City of Boston for redemption of debt	847 50	
Income from sale of grass, lumber, etc.	259 27	
	<hr/>	\$544,616 56

Disbursements.

Public Park Sinking Fund	\$399,856 62	
Interest on Public Park Debt	135,751 64	
Debt cancelled by Revenue	5,000 00	
Back Bay betterment expenses	4,008 30	
	<hr/>	\$544,616 56

PARK COMMISSIONERS' REPORT.

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DEBT STATEMENT.

The Public Park Debt, Dec. 31, 1883, to be paid as it becomes due from the resources of the Public Park Sinking Fund.

Back Bay, 4½% Loan, due Oct. 1, 1887	\$450,000 00	
West Roxbury Park, 4% Loan, due Jan. 1, 1913,	300,000 00	
Arnold Arboretum, 4% Loan, due Jan. 1, 1913	60,000 00	
East Boston Park, 4% Loan, due Jan. 1, 1913	50,000 00	
West Roxbury Park, 4% Loan, due April 1, 1913,	300,000 00	
Charles River Embankment, 4% Loan, due April 1, 1913	296,000 00	
City Point Park, 4% Loan, due April 1, 1913	219,000 00	
Muddy River Improvement, 4% Loan, due April 1, 1913	125,000 00	
Total Debt		\$1,800,000 00
Less the means in the Sinking Fund for paying the same, Dec. 31, 1883		399,856 62
Debt, less means for paying		<u>\$1,400,143 38</u>

SINKING FUND STATEMENT.

Resources of the Public Park Sinking Fund, Dec. 31, 1883, in hands of Sinking Fund Commissioners; being bonds of the City of Boston and cash, with the dates when the bonds become due.

West Roxbury Park, 4% Loan, due Jan. 1, 1913	\$100,000 00	
Back Bay, 4½% Loan, due Oct. 1, 1887	75,000 00	
Arnold Arboretum, 4% Loan, due Jan. 1, 1913	60,000 00	
East Boston Park, 4% Loan, due Jan. 1, 1913	50,000 00	
Albany Street, 6% Loan, due March 1, 1887	30,000 00	
Commercial Street, 4% Loan, due Oct. 1, 1889	28,000 00	
Muddy River Improvement, 4% Loan, due April 1, 1913	25,000 00	
Total investments		\$368,000 00
Cash		31,856 62
Total resources		<u>\$399,856 62</u>

LOANS AUTHORIZED.

Loans authorized by the City Council, but not negotiated.

West Roxbury Park	\$500,000 00	
Muddy River Improvement	75,000 00	
		<u>\$575,000 00</u>

BACK BAY.

The operations of the department on this work during the year have been principally upon the section between Ipswich and Jersey streets on the east and west, and running from Beacon street on the north to Boylston street on the south. This part of the improvement contains the largest and most costly constructions required for the entire work, including five bridges, — four spanning the water-way connecting the Bay with Charles river, and one carrying the roadway over the tracks of the Boston and Albany railroad, — and the retaining wall supporting the embankment of the driveway from Commonwealth avenue to Boylston bridge. These structures are now practically completed, and will be ready for use as soon as the adjoining streets can be put in order for travel. The iron fence surmounting the curb on the inner line of the streets has been completed.

The interior work of filling, grading, and subsoiling the slopes of the water-way throughout this section has been done, and the surfacing of loam applied ready for planting in the spring. About 90,000, chiefly indigenous, plants have been collected on the ground, heeled-in and protected for the winter.

Dredging in the basin has been continued during the summer, and the shores of the water-channel formed for a considerable distance south of Boylston bridge. The work of filling and grading the driving and riding ways, walks and banks, surrounding the northerly part of the Bay, has been in progress, and a large quantity of loam brought from the new reservoir at Ashland for loaming the spaces to be planted. Further appropriations will be needed to continue this work during the current year, and for surfacing the boundary roads, which should be done at once for the general interests of the city, and in justice to owners of adjoining property, who pay heavy taxes on the largely enhanced valuation of their lands due to the laying out of this improvement.

The entrances to and roads bordering Back Bay have been designated as follows : —

Entrances.

From Beacon street	Beacon Entrance.
“ Boylston street	Boylston “
“ Westland avenue	Westland “
“ Huntington avenue and Parker street	Huntington “
“ Huntington avenue and Bumstead lane	Tremont “
“ Brookline avenue	Longwood “

Roads.

From Boylston Entrance to			
Tremont Entrance	.	.	Rumford Road.
“ Boylston street west to			
Longwood Entrance	.	.	Audubon “
“ Rumford Road to			
Audubon Road	.	.	Agassiz “
“ Tremont Entrance to			
Longwood Entrance	.	.	Longview “

Reports from the City Engineer, concerning details of the work, and from the Landscape Architect Advisory, explaining the motive of the design, follow.

CITY ENGINEER'S REPORT.

CHARLES H. DALTON, ESQ., *Chairman of Board of Commissioners of Parks*: —

SIR, — The following report upon the progress and present condition of the construction and other work in connection with the various parks, the execution of which has been intrusted to me by your Board, is submitted in accordance with your request.

BACK BAY.

Filling.

The arrangement made with the Boston & Albany Railroad Company for filling has been continued during the year, and under it about 17,365 squares of material have been delivered. The portions of the work where most of the filling has been done are the approaches to Boylston bridge, the shores of the water-way between the bridge and the Stony Brook gate-chamber, and the southerly side of the boundary road between the bridge and cross-road. The filling at these points is practically completed, and the slopes towards the water-way are ready for loaming.

The price of all the filling paid for the past year has been \$3.20 per square, the same as that of the year before.

Grading and Loaming.

At the date of the last annual report the grading of Beacon Entrance between Beacon street and the Boston & Albany railroad was nearly completed. Early in the spring this work was finished, and it was expected that the loam from

the water works Basin 4, at Ashland, would be brought in season to cover the graded portions, and do such planting as could properly be accomplished.

Changes made by the Water Board in the management of the work at Basin 4, and the adoption of a broad-gauge railroad plant for the completion of the dam, rendered alterations of the trestle-work already constructed on the spur track for the transportation of loam a necessity, for the economical conduct of the building of the dam. These alterations consumed a great deal of time, and it was not until November 7 that the first train-load of loam was delivered. Since that date, with the exception of stoppages caused by snow-storms, the delivery of loam has been continuous, and 2,617 squares have been deposited on Back Bay at various points convenient for future use.

The cost of the loam, under the several agreements with the railroad companies and others is about one dollar per cubic yard, delivered on the ground. This cost is much lower than it would be possible in any other way to obtain loam of equal quality, and in so large quantity as required. It will take a large part of next season to deliver the amount needed, some 70,000 or 80,000 cubic yards; but it would be desirable to transport to the city as much as can be obtained during the season, as a considerable quantity will be required on the Muddy River Improvement. The Joint Standing Committee on Streets, of the City Council, has authorized the delivery of such an amount of this loam as will be sufficient to cover the areas to be planted on the Commonwealth avenue extension, and the trains are now depositing it as nearly as possible on the sites upon which it is wanted.

The graded areas of Beacon Entrance have been covered with a layer of clayey material six inches in thickness, and brought up to the finished grade with loam about two and one half feet in depth. Piles of compost have been made at convenient points, in readiness for use when planting can be begun in the spring, and a large number of plants and shrubs have been delivered, heeled-in, and protected for the winter by temporary board fences.

Excavation of Water-way.

Although the dredging plant made a good record as regards efficiency and cost of work for the year 1882, it was thought that it could be made more efficient by the use of a small tug-boat for moving the scows. Plans for such a boat having been submitted to and approved by your Board, the construction was begun early in the spring, and April 17th the boat was launched, and soon afterwards placed in service.

It has been, as anticipated, a very valuable auxiliary in the performance of the dredging work.

The same method of forming the water-way has been pursued this year as that originally adopted; but, as all of the available gravel has been dredged, the railroad company will have to be depended upon for the amount needed to complete the shore lines of the channel.

About 3,200 feet of shore line have been formed during the year, and the channel between the banks excavated to grade 0. The total amount excavated by the steam-dredge was 61,384 cubic yards.

Boylston Bridge.

The laying of the spandrel walls, and backing for the wing-walls and "tourelles," was continued during the winter, and early in the spring this portion of the work was completed. Active and continuous work upon the parapet and wing-walls was prosecuted whenever there was stone enough on hand for the purpose. There have been numerous and vexatious delays in the receipt of the red granite grout and coping needed for the wing-walls and parapet-walls, and the progress on these portions of the structure has not been satisfactory. They were, however, so far completed as to permit the striking of the centring of the arch on Nov. 12th. A slight settlement at various points of the arch was noticed after this operation was performed, but no movement which would in any way affect the stability of the arch. Considering the complicated character of this structure, the inequality in the nature of the foundations, and the comparative flatness of the arch, a more successful completion of the work could not have been anticipated.

Beacon Entrance Bridge.

This bridge was completed, with the exception of the fences, late in the year 1882. A contract was made with Messrs. Smith & Lovett, of Boston, to build and erect the fences, in accordance with a design furnished by Mr. H. H. Richardson, the consulting architect. These contractors have finished their work as far as the incomplete condition of the stone-work will permit. Two stone posts will have to be built on the westerly side of the bridge before the fence on that side can be attached at the ends, as designed.

Embankment Wall.

The location and a description of the method of construction of the retaining walls included under this head was given

last year. With the exception of portions of three of the wing-walls of Boylston bridge all of these walls are complete.

Red granite has been largely used, in connection with the seam-faced, for the faces of all the walls built this season; but it has been difficult to obtain it as rapidly as desired, the capacity of the quarry being small and its location, at Otter Creek, Mt. Desert, being inaccessible except for small vessels, a sufficient number of which the contractor was unable to charter. If the red granite had been delivered as required, the walls would have been completed during the past season; but it is now expected that they will be finished early in the spring.

Granite Curb and Fence.

The granite curbs and fences forming the boundaries around the open areas of Beacon Entrance have been set, and connections made with the fences on Beacon street and Commonwealth avenue bridges. In making these connections granite posts were used at the ends of the bridges, at the division lines between the two railed fences on the curbs, and the three railed fences of the bridges. These posts were recently completed, and the setting of the sections of the fences adjoining them finishes this work, except at the connection with the foot-bridge to be built over the B. & A. R.R.

Covered Channel, Stony Brook.

The work upon the walls of the gate-chamber was done very late in the fall and early in the winter of 1882, and, although precautions were taken to protect the portions built from injury by frost during the winter, it was found in the spring that portions of the walls would have to be relaid. After this work was done the roof was put on and the building completed as far as it is desirable until the work on Back Bay is further advanced.

Since January 1st the operation of the improved system of sewerage has diverted the larger portion of the sewage from the brook.

Covered Channel, Muddy River.

This channel, a description of which is given in the last annual report, is completed. A location on the line originally proposed was secured by negotiation with the Boston & Roxbury Mill Corporation, and, although the time consumed in completing this arrangement was the occasion of much delay in prosecuting the work, the wooden conduit sec-

tion was finished before the advent of severe cold weather. Work upon the gate-chamber and connection conduit between this chamber and the Back Bay water-way was continued until January 9th.

The stone for the gate-chamber is being cut at the site of the work, and will be ready for setting as soon as required in the spring.

BUSSEY PARK AND ARNOLD ABORETUM.

The repairing of the old cottage on South street for an office, and the building of the storage-yard connected with it, was completed in August.

The final location of the driveway through the park, connecting Centre and South streets, was determined, and the grading of the driveway was begun with a small force, which was increased as the work required, until about fifty men and twenty teams were employed. The length of the driveway is about 2,600 feet, and it is 40 feet in width.

WEST ROXBURY PARK.

An engineering party was organized in June to make a complete topographical survey of the land included in and closely adjoining this park. An office was established in the Ellicott house, and the surveys have been actively prosecuted during the past summer and fall. The outside work has been practically completed, and the plan is nearly so. The extension of the park boundaries, as authorized by vote of the last city government, will involve the continuance of this work during a portion of the next season.

DORCHESTER POINT, SOUTH BOSTON.

The surface of the upland has been graded to some extent by filling in the depressions and old cellars with earth purchased from several parties. The whole amount of filling used was 471 $\frac{7}{10}$ squares, and the price paid was \$3.50 per square, cart measurement.

A complete topographical survey and plan of the land taken, and also of the flats between the Point and Castle Island, have been made for the use of the Landscape Architect Advisory, Mr. F. L. Olmsted.

WOOD ISLAND PARK, EAST BOSTON.

A topographical survey and plan have been made of the upland and flats embraced in this purchase.

CHARLES RIVER EMBANKMENT.

One of the docks on this property has been filled, at no cost to the city, with waste material from the Improved Sewerage and cellar excavations.

A careful series of borings have been made on the line of the proposed sea-wall, and record plans made of them. Preliminary sketches of the wall, for the purpose of estimating the quantities of material required for its construction, have been prepared, and estimates of the cost of this work and the filling can be furnished when desired by your Board.

Respectfully,

HENRY M. WIGHTMAN,

City Engineer.

Boston, Jan. 19, 1884.

REPORT OF THE LANDSCAPE ARCHITECT.

CHARLES H. DALTON, ESQ., *Chairman of the Park Commission*: —

SIR, — No results intelligible to the casual observer have been heretofore apparent from the tedious and costly city work on Back Bay, the operations having been scattered and mostly under ground or under water. North of Boylston street, however, the work has, within a few weeks, become coherent, and in part assumed a finished appearance, and south of Boylston street the leading features of the superficial design in land and water may be readily traced. In the course of next summer the slopes now formed will become in some degree verdant; streets will have been graded, bringing the whole under closer observation, and it is much to be hoped that the public will desire to be better informed about it.

The reason is this: The city has been for ten years preparing to enter upon a far-sighted and comprehensive scheme of public recreation-grounds which cannot be fully worked out in many years, but to an economical and successful pursuit of which an intelligent, steady, and patient public opinion is of the utmost importance. Looking to this object it is to be regretted that the first work of the department charged with the promotion of the scheme should be one in which recreation is but an incidental purpose, and in which, though the work is known under the name of a park, the principal circumstance that distinguishes a



BUSSEY PARK.

ALLEN & ROWELL. PHOTO.



the auditor and other city departments, be discontinued, and the name "Back Bay" substituted.

INCREASED TAXABLE VALUES.

The Assessors' valuations from 1877 to 1883 of the 15,388,-567 square feet of Back Bay lands, which, in the estimation of the Board, were favorably affected by the locating and laying out of the proposed improvement, and were assessed a proportional share of the expense thereof, show an increase in valuation of \$10,924,849, or an average of 70 cents per square foot, while the entire betterment laid upon these lands averaged about $5\frac{6}{10}$ cents per square foot, only one-half of which could be charged under the law to the estates benefited. This assessment was $3\frac{8}{10}$ per cent. of the valuation of these lands in 1877, while the increase in valuation in 1883 was 98 per cent., or more than twenty-five times the amount of betterment assessed.

The valuation of land in the rest of the city, during the same period, was reduced.

The Assessors' valuations of these estates, not including buildings, for the above seven years, are as follows:—

	Valuation.	Annual Increase.	Total Increase.
In 1877	\$11,143,751		
1878	12,290,392	\$1,146,641	\$1,146,641
1879	12,855,664	565,272	1,711,913
1880	16,529,900	3,674,236	5,386,149
1881	19,957,400	3,427,500	8,813,649
1882	20,847,500	890,100	9,703,749
1883	22,068,600	1,221,100	10,924,849

Showing an increase in 1883 over 1877 of \$10,924,849, and yielding an increase of revenue in 1883 at the rate of \$14.50 per M. of \$158,410 31

The value of new buildings erected upon this territory since 1877 was \$7,053,100, from which the city derives an income this year of 102,269 95

Total increased taxes in 1883, \$260,680 26

The taxes upon the above increase of valuations of the lands assessed for betterment for six years are as follows:—

	Increase.	Rate.	Tax.
In 1878 over 1877	\$1,146,641	\$12 80	\$14,677 00
1879 "	1,711,913	12 50	21,398 91
1880 "	5,386,149	15 20	81,869 46
1881 "	8,813,649	13 90	122,509 72
1882 "	9,703,749	15 10	146,526 60
1883 "	10,924,849	14 50	158,410 31

Increased taxes on land \$545,392 00

The increased revenues from taxes upon new buildings erected upon these lands between 1877 and 1883 are as follows : —

		Rate.	Tax.
In 1878 over 1877	\$461,300	\$12 80	\$5,904 64
1879 "	896,000	12 50	11,200 00
1880 "	1,866,700	15 20	28,373 84
1881 "	3,992,300	13 90	55,492 97
1882 "	5,549,100	15 10	83,791 41
1883 "	7,053,100	14 50	102,269 95

Increased taxes on buildings \$287,032 81

SUMMARY.

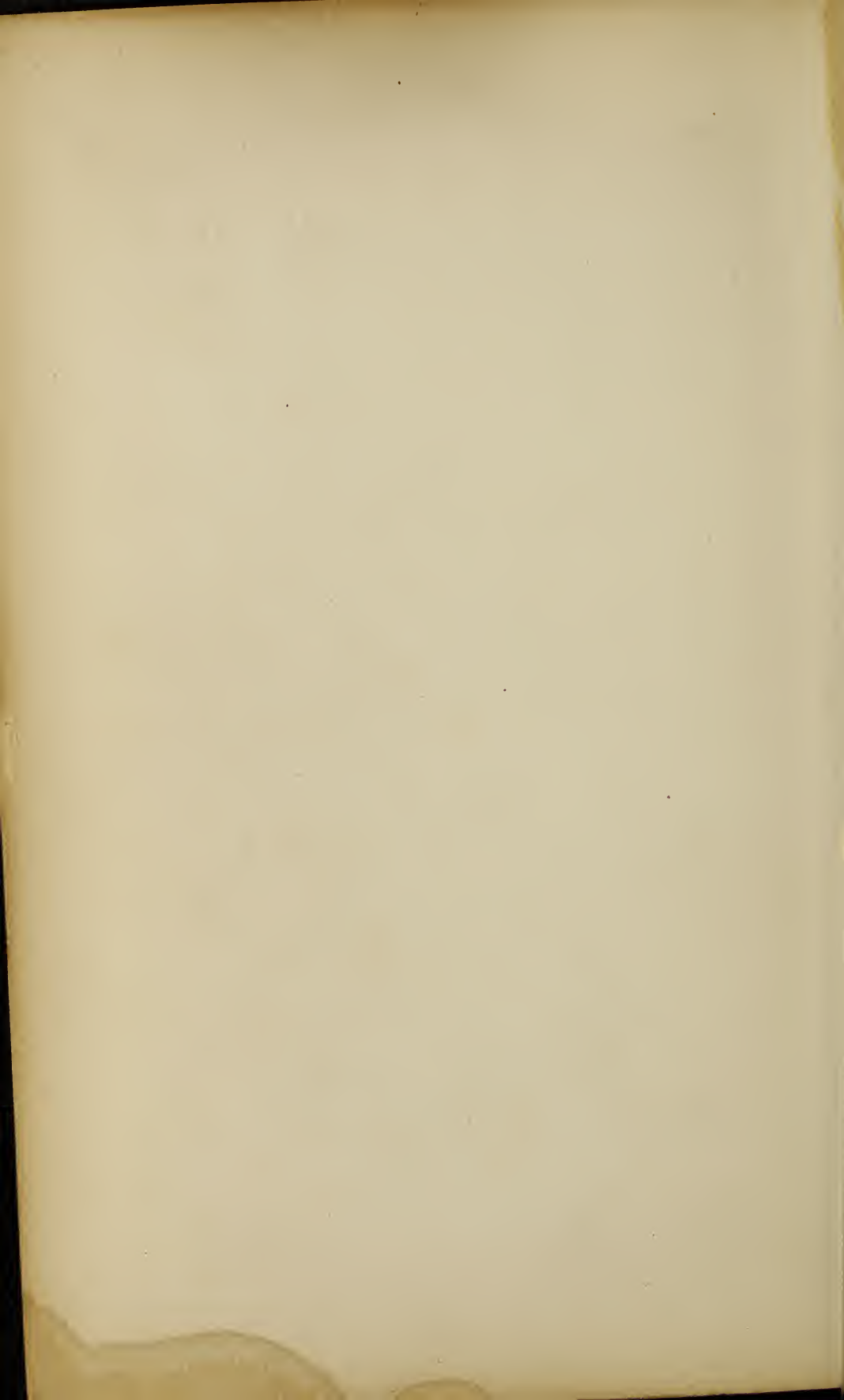
Amount of betterments as- sessed	\$431,972 00	
Abated for over-estimate of land	\$375 00	
Assumed by city on land given for streets	2,763 24	
	<hr/>	
	3,138 24	
	<hr/>	
		\$428,833 76
Increase of taxes on increased valuation of the lands assessed for betterment		545,392 00
Increase of taxes on new buildings erected on said lands		287,032 81
		<hr/>
Total increased taxes and betterments .		\$1,261,258 57

RIVERDALE.

The covered channel for Muddy river, *via* Brookline avenue to Charles river, has been completed, and the gate-house is being constructed.

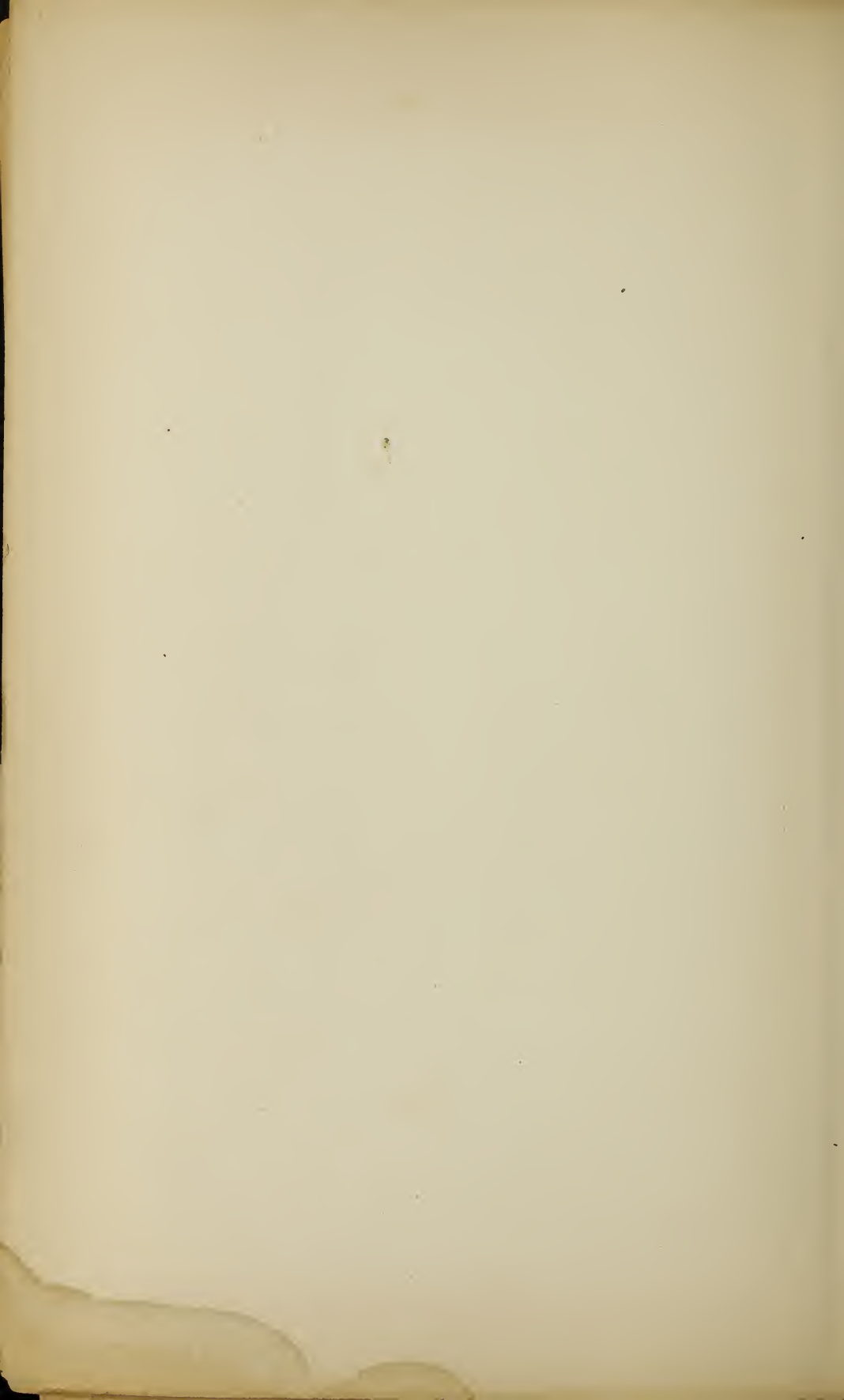
Eight parcels of land on the banks of the river have been purchased at assessed valuations, costing \$57,012.67, leaving





WEST ROXBURY PARK.





park from other pleasure-grounds will be wanting. With a view to a public opinion sustaining true economy and suitable design in park work proper, nothing could be more unfortunate than that the work in Back Bay should be regarded as park work, and, as such, should be found acceptable.

A brief review of the history of the undertaking, and an explanation of its controlling ends, may therefore be desirably placed for reference in your next Annual Report.

The locality came to be known by the name of park, — "Back Bay Park," — because ground was once bought upon it by the city, with a view to a public recreation ground. It was selected for the purpose because it could be obtained at a lower price than any other territory equally accessible. Its market value was low, because it was mainly occupied by a deep gullet, through which the drainage and sewerage of a large area of Boston and its suburbs passed out to Charles river, and the cost of preparing it for building purposes was likely to be so great as to leave no prospect of profit in the operation.

The project of a park, however, assumed that the body of water liable to flow through the territory could be, as far as desirable, divided and regulated consistently with the requirements of a park at reasonable cost.

With more exact knowledge of the circumstances, it not only became certain that this assumption was unwarranted, but that, before the adjoining region could be built upon, it would be necessary to provide a basin in which the waters of the two streams, here having a common outlet, could be allowed to accumulate, whenever the tide in Charles river rose so high as to prevent their outflow.

The quantity of water to be thus stored would be variable. In times of freshet the required amount would be many times larger than under ordinary circumstances. The fluctuations thus occurring would cause the basin to be often noisome, a breeder of disease, and a very disagreeable object to the eye, unless special means could be devised to avoid such a result.

The plan now being carried out was devised for this purpose.

It provides a basin with intercepting sewers, inlets and outlets, and a series of automatic gates so disposed that, under ordinary circumstances, the surface of the water within the basin will be at a level about midway between extreme high water and mean low water of Charles river, with a fluctuation not exceeding one foot, while that of the river may be sixteen feet. The water in the basin will then have the general

aspect of a salt creek, passing with a meandering course, for the most part, through or along the border of a sea-side meadow; but will not be subject to fall with the tide, so far as to exhibit the disagreeable aspect which in natural tide-basins, twice a day, appears in the form of slimy mud-banks. The water, when the work is complete, will ordinarily be clean and wholesome, and its immediate banks verdant.

When freshets of the streams flowing into the basin rise concurrently with extreme and prolonged high stages of the water in the river, preventing an outflow, the waters of the creek will rise rapidly until they overflow its banks, and then more slowly spread over the surface of adjoining salt meadows, until they wash the lower part of the meadow banks forming the margin of the basin, within which they will continue to rise until the falling tide reopens outlets into the river.

The public cannot be prudently admitted to any part of the basin except the slopes of its rim. Passage across it must be by causeways and bridges. Its boundaries, which will be over two miles in length, may, however, be followed by wheelways, bridle roads and walks; and these, together with any needed passages across the basin, will command views over it, and may be shaded by trees. This is what is intended. The exterior road will eventually be lined on one side with buildings, as the bounding streets of Boston Common are; on the other it will look into the basin, as Beacon street into the Common. It is thus of importance that the views over the basin should be made as pleasing as, at reasonable expense, and with a view to the highest efficiency of the drainage arrangements under all contingencies, they can be. To understand the design in this respect the following circumstances must be borne in mind:—

The water rising in the basin in times of flood will be less than usually salt; salt enough, nevertheless, to be destructive of turf or of ordinary park or garden plants. It follows that any beauty in the lower part of the banks must be obtained by a selection of plants specially adapted to the circumstances, and it will be evident to one reflecting upon the conditions as now to be observed on the ground that these plants, together with the plants of the meadows subject to be frequently soaked by strongly salt water, will be the leading constituents of the scenery of the entire territory. There will remain only a narrow border of generally steep slopes forming the sides and rim of the basin. They will be winding and irregular, will play insensibly into the meadows and water-sides at their base, and must be so treated as to maintain consistency with them.

It will thus be apparent that the superficial verdant features of the locality must grow out of the constructive features of the drainage works, and that whatever beauty is to be looked for must be a very different beauty from that commonly looked for in parks and gardens. It does not follow that it will be less pleasing, in the long run, to good taste.

Two questions may be asked by visitors next summer which the above explanation does not answer:—

1st. Why should the water in the basin at ordinary stages be kept in a narrow and crooked channel?

The principal reason is that otherwise the difficulty of obtaining verdant shores and avoiding high naked mud-banks at the foot of the slopes would be greatly increased, as, upon any extended surface of water, the wind would create an undermining surf. It will probably be found to do so to some extent with the designed arrangement, but it is hoped in such moderation that, where necessary at all, defences will suffice scarcely perceptible to the observer, and not at all destructive, when the foliage above them shall be developed, to the naturalness of the scenery.

2d. Why should the slopes on the outlet north of Boylston street, and in connection with the Beacon street and Commonwealth avenue bridges, be crowded with common wild bushes instead of being prepared in a lawn-like way, with detached groups of trees, shrubs, foliage-plants, and flowers, as other grounds bordering these streets have been?

There are several reasons: First, because were it otherwise practicable to obtain good results from this common mode of gardening it would be impossible to associate these results agreeably with what will be necessary upon the lower parts of the slopes, subject to the influence of salt water. Second, trees and delicate plants in this situation would suffer greatly from the unusual force of winds drawing through the pass. Third, trees would close out the fine view over the Charles river from Boylston bridge. Fourth, the slopes being often steep, narrow, and twisting, it would be difficult and costly to keep turf finely, or otherwise maintain them in full dress.

For these reasons the aim will be to clothe these slopes with a dense, close, self-protecting, hardy chaparral. It is believed that in a few years this will be found to blend genially with the rough and weather-stained massive retaining wall of the road by which travel from Beacon street and Commonwealth avenue will be connected with the circuit road of the basin. It will also play suitably into the salt shore plantations.

It was observed, early in this report, that the principal circumstance that distinguishes a park from other pleasure-grounds will be wanting in the pleasure-ground to be formed upon the basin of Back Bay. A park is a place for the enjoyment of rural scenery in a sense that a garden, for instance, is not. A town-park is a place of escape to such scenery, from scenery of a town-like or of artificial character. The circumstance that distinguishes a park, therefore, is that of seclusion. All parks, properly so called, are surrounded by screening plantations, and it is a leading motive in their design to shut out of view to those to be benefited by them whatever might be unfavorable to a continuous impression of consistent sylvan scenery. The site of the proposed park of West Roxbury is admirably adapted to this purpose; the requirements of the basin on Back Bay as distinctly exclude it. The Thames Embankment of London, which is also a great drainage work, though embellished in a much more park-like manner than this on Back Bay can be, is not called a park. Nor is the Ring of Vienna, the Chiaja of Naples, the Alameda of Seville, or the Paseo of Havana. Not being parks, but public grounds of a distinctive character, they are all much better named than if called parks. It is much to be desired that this designation for the basin on Back Bay may be abandoned.

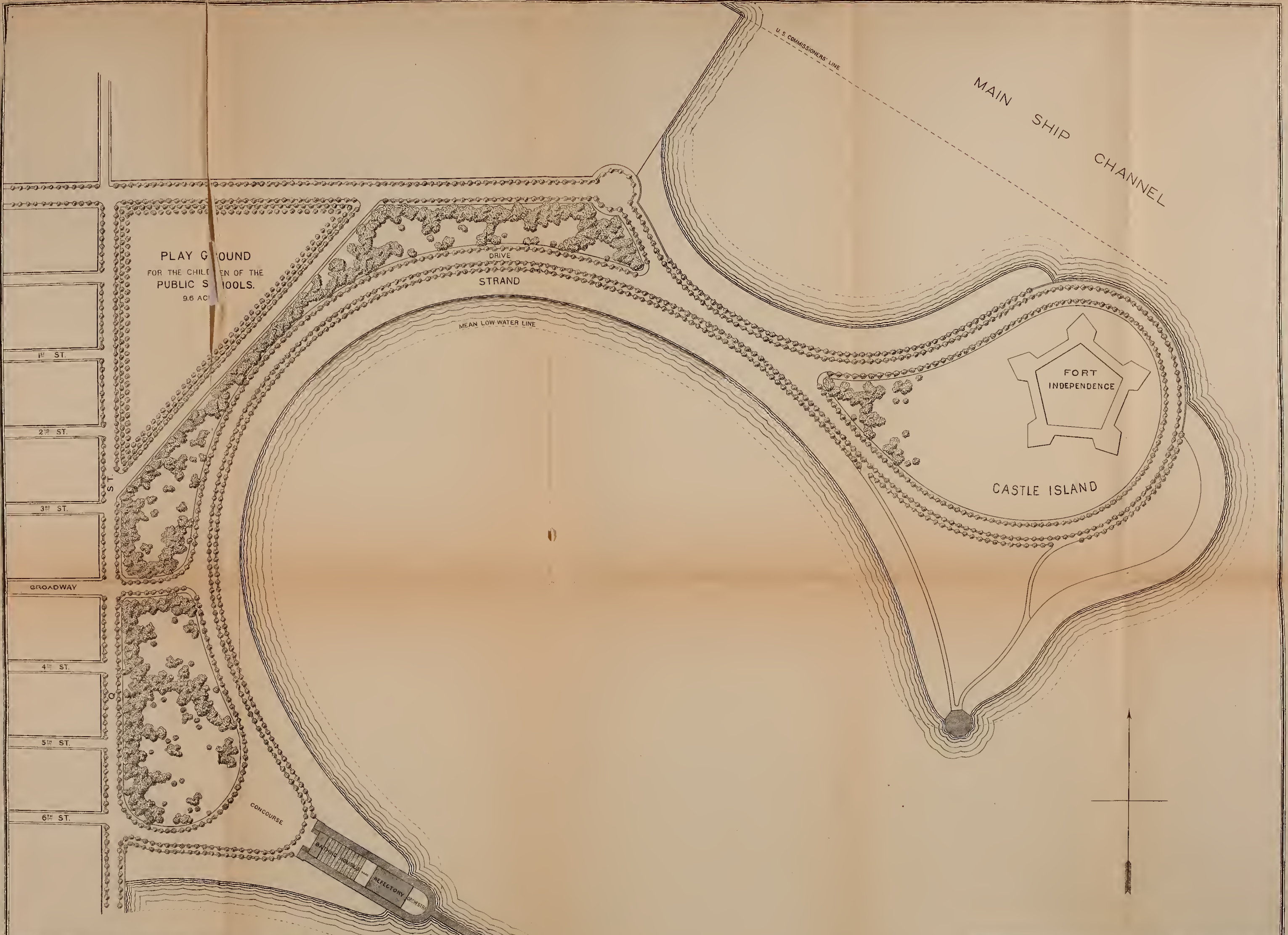
Respectfully,

FRED'K LAW OLMSTED,
Landscape Architect Advisory.

Boston, December 24, 1883.

The Board, in its last annual report, pointed out the fact that the money now being expended on Back Bay was chiefly for streets and bridges to accommodate the general travel of the neighborhood, and give access to a large territory of vacant lands, now being improved, and destined to become a new and popular quarter for residences, adding largely to the taxable values of the city. In fact this whole public work should be looked upon in the light of a street extension and sanitary necessity, rather than a park improvement.

In consideration of these reasons, and those given by Mr. Olmsted in his report, it appears that the word "park," as applied to this work, is a misnomer, and it is therefore recommended that the titles "Public Park, Back Bay," and "Back Bay Park," heretofore used in connection with the work by



CITY OF BOSTON-PARK DEPARTMENT
C. H. DALTON, WM. GRAY JR., HENRY LEE, COMMISSIONERS.

PRELIMINARY STUDY OF A PLAN FOR A
PLEASURE BAY
BETWEEN DORCHESTER POINT AND CASTLE ISLAND

SCALE
0 100 200 300 400 500 600 700 800 900

Frederick Law Olmsted
December 1883.

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\$142,987.33 of the appropriation unexpended. Negotiations for the purchase of other lands are progressing; but, to complete the purchase of all the lands needed, probably a further appropriation of \$200,000 will eventually be required. It is understood that the Park Commissioners of the Town of Brookline are purchasing the lands lying within its jurisdiction which form a part of this joint improvement.

The Board has adopted the name Riverdale as appropriate for this improvement, the driveway to be called the Riverdale Road. The Board recommends that the auditor and treasurer of the city change the title of their accounts accordingly.

BUSSEY PARK AND ARNOLD ARBORETUM.

The contract between the city and Harvard College requires the city to build driveways at a cost not exceeding \$75,000. A portion of the driveway across the southerly end of the arboretum has been partially constructed during the past year, under the appropriation of \$15,000 for this purpose, which has been increased, since the beginning of this year, by transfers from other park appropriations, to \$21,000.

The work should be prosecuted without delay, under the terms of the agreement, which has added so important a pleasure-ground to the park system of the city, at so little cost.

WEST ROXBURY PARK.

Under the order passed Dec. 16, 1881, and amended Nov. 25, 1882, for the taking of lands for a large park at West Roxbury, about 178 acres, costing \$346,250, have been bought and paid for during the past year, and 146 acres, estimated at \$253,750, which were taken under the act, May 25, 1883, remain to be settled for. Of the latter, 79 acres, amounting to \$110,500, are arranged to be paid for when sundry legal complications, affecting the former ownership, are disposed of. Negotiations continue for the payment of the remainder, and for the acquisition of other lands under the recent order providing for an additional appropriation of \$500,000, to extend the limits of this park.

Topographical surveys have been in progress, from which a comprehensive plan for the gradual improvement of the park will be made.

The park lands were opened to the public May 1, and great numbers of people have visited them during the summer. Several large picnics of school-children and charitable societies took place, and games of ball and lawn

tennis were frequent, suitable grounds being specially designated for these purposes.

Three policemen have been appointed by the Board for the protection of the grounds and visitors.

CHARLES RIVER EMBANKMENT.

All the land west of Charles street, between Cambridge and Leverett streets, has been secured. The necessary soundings and survey for a new wall in Charles river, as authorized by the Legislature, have been made preparatory to beginning the work as early as the necessary appropriation is made. By the terms of the grant from the State this work must be completed by 1886, and should be prosecuted without unnecessary delays. This location will become an invaluable pleasure-ground for the crowded population of the West and North End.

DORCHESTER POINT.

Dorchester Point, South Boston, the northern limit of Dorchester Bay, was included in the park system, for the purpose of securing a pleasure-ground within the municipal limits which would give the people opportunities for health and recreation similar to those commonly found at the New England beaches, with a roadstead for yachts, and facilities for sea-bathing.

The necessary lands and flats have been taken, and a preliminary study made for the development of the scheme, which is hereto appended. Opposite the point, one-half mile distant, lies Castle Island, having an area of twenty-five acres, with its old fort, — now useless for defensive purposes, — belonging to the United States. The suggestion is to connect the point with the island by extending the ground from the mainland on the northern side, thus forming a pleasure-bay between, with shores of sandy beach, and with roads, walks, and plantations. The material for the strand connecting the point and the island would be obtained from dredging the intermediate flats. A two-story pier is suggested at the southern end of the point, with landing stages and accommodations for bathers.

The plans of the Harbor Commissioners contemplate a line of piers from the island and north of its connection with the mainland. The arrangements here suggested are not inconsistent with these plans. It is believed that the United States Government will grant the use of the island to the city of Boston, for the purpose suggested, excepting when required for active military operations.

A petition to the General Government was made last year

by order of the City Council, and a bill to effect this object is now before Congress.

The text of the proposed measure is as follows : —

IN THE HOUSE OF REPRESENTATIVES, January 10, 1884.

Read twice, referred to the Committee on Military Affairs, and ordered to be printed.

JOINT RESOLUTION AUTHORIZING THE PRESIDENT OF THE UNITED STATES TO PERMIT THE OCCUPANCY OF CASTLE ISLAND, IN BOSTON HARBOR, BY THE MUNICIPAL AUTHORITIES OF BOSTON.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States be authorized to permit the temporary use and occupancy of Castle Island, in Boston Harbor, Massachusetts, by the municipal authorities of the city of Boston, for such length of time as he may deem proper and expedient, and upon such terms and conditions as will secure the title of the United States and their right to assume the occupancy thereof.

The Commonwealth owning all the flats below extreme low water, lying between the point and the island, it will be necessary to petition the Legislature to grant them to the city for park purposes, and to secure such action before any plan to connect the island with the shore can be adopted.

It is not unlikely that some modifications in the plan here suggested may appear advisable on further study ; but the general features of the scheme are believed to have the merits of economy in construction, and of affording opportunity for the usual variety of seaside recreations.

WOOD ISLAND PARK, EAST BOSTON.

Topographical surveys have been made, from which a plan for the improvement of this park will be elaborated, and submitted in due time to the city government.

The Board recommends that the title "East Boston Park," now used by other city departments, be changed to "Wood Island Park, East Boston."

Respectfully submitted,

CHARLES H. DALTON,
WILLIAM GRAY, JR.,
HENRY LEE,

Commissioners.

Boston, January 28, 1884.

[DOCUMENT 7 — 1885.]

CITY OF



BOSTON.

TENTH ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS OF THE
DEPARTMENT OF PARKS

FOR THE CITY OF BOSTON.

FOR THE YEAR 1884.

To the Honorable the City Council of the City of Boston:—

Section 15 of the Act of 1875, Chapter 185, entitled "An Act for the laying out of Public Parks in or near the City of Boston," requires that the Board of Park Commissioners "shall annually, in the month of January, make to the City Council of Boston a full report of its doings for the preceding year, including a detailed statement of all their receipts and expenditures."

In accordance therewith the Board has the honor to submit the following report:—

FINANCIAL STATEMENTS.

I.

*Receipts and Expenditures of the Department for the Year
1884.*

BACK BAY.

LAND ACCOUNT.

Balance unexpended, Dec. 31, 1883	\$21,925 21
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EXPENDITURES.

Amount paid for land in 1884	\$15,285 64
Balance unexpended, Dec. 31, 1884	6,639 57
	<u>\$21,925 21</u>

CONSTRUCTION AND MAINTENANCE.

Balance unexpended, Dec. 31, 1883	\$56,149 47	
Appropriation for the financial year 1884-85	150,000 00	
	<hr/>	\$206,149 47

EXPENDITURES FOR CONSTRUCTION.*Excavating, Grading, Loam, and
General Work.*

Loam, labor, and materials	\$69,001 49	
Grading, labor, and materials	17,949 47	
Dredging, labor, and materials	13,341 89	
Superintendence and general work	6,529 46	
Engineering expenses	192 30	
	<hr/>	\$107,014 61

Filling.

Amount paid for filling done by the Boston & Albany Railroad Co.	\$42,907 57	
Superintendence and measuring	160 00	
	<hr/>	43,067 57

Plantations.

Trees and plants	\$3,909 85	
Labor and care of same	3,037 94	
	<hr/>	6,947,79

Retaining-Walls, Curb, and Fence.

Expenses of construction, labor and materials	\$4,081 83	
Materials of construction, freight and charges	1,584 08	
Fuel, supplies, carting, etc.	27 38	
	<hr/>	5,693 29

Beacon Entrance Bridge.

Amount paid Smith & Lovett, under contract, for iron fence	\$1,700 00	
Expenses of construction, labor and materials	66 46	
	<hr/>	1,766 46

Plans and Designs.

F. L. Olmsted, Landscape Architect Advisory	1,059 25	
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Boylston Bridge.

Expenses of construction, labor and materials	\$1,028 45	
Fuel, supplies, carting, etc.	4 00	
	<hr/>	1,032 45

Machinery, Tools, and Implements.

Derrick and rigging	800 00	
-------------------------------	--------	--

Agassiz Bridge.

Materials of construction, freight and charges	\$398 88	
Expenses of construction, labor and materials	173 56	
	<hr/>	572 44
Balance unexpended, Dec. 31, 1884	38,195 61	
	<hr/>	\$206,149 47

PARK COMMISSIONERS' REPORT.

3

RIVERDALE.

[*Muddy River Improvement.*]

LAND ACCOUNT.

Balance unexpended, Dec. 31, 1883	\$67,987 33	
Public Park Loan, issued April 30, 1884	75,000 00	
	<hr/>	\$142,987 33

Expenditures.

Amount paid for land in 1884	\$29,126 90	
Balance unexpended, Dec. 31, 1884	113,860 43	
	<hr/>	\$142,987 33

CONSTRUCTION AND MAINTENANCE.

Balance unexpended, Dec. 31, 1883	\$1,448 35	
Amount transferred to Appropriation for Bussey Park and Arnold Aboretum	1,000 00	
	<hr/>	\$448 35

EXPENDITURES FOR CONSTRUCTION.

Surveys and Office Work.

Clerk-hire	\$333 32	
Surveyors and assistants	5 00	
Balance unexpended, Dec. 31, 1884	110 03	
	<hr/>	\$448 35

BUSSEY PARK AND ARNOLD ARBORETUM.

LAND ACCOUNT.

Balance unexpended, Dec. 31, 1883	\$30,598 15	
No payments have been made on this account during 1884.		

CONSTRUCTION AND MAINTENANCE.

Balance unexpended, Dec. 31, 1883	\$1,605 71	
Appropriation for the financial year, 1884-85	20,000 00	
Amount transferred from West Roxbury Park	8,000 00	
Amount transferred from Wood Island Park	4,000 00	
Amount transferred from Income Account	1,684 93	
Amount transferred from Riverdale	1,000 00	
Amount transferred from Park Nursery	1,000 00	
	<hr/>	\$37,290 64

EXPENDITURES FOR CONSTRUCTION.

Drive-ways.

Expenses of construction	\$26,106 82	
Tools and implements	1,655 03	
Materials of construction	1,163 38	
Fuel, supplies, carting, etc. . . .	1,000 95	
Engineering expenses	186 28	
	<hr/>	\$30,112 46

EXPENDITURES FOR MAINTENANCE.

Park Police.

Pay of men	\$398 37	
Paid Police Department	111 00	
Equipments and supplies,	14 95	
	<hr/>	\$524 32
<i>Amounts carried forward,</i>	\$524 32	\$30,112 46

Amounts brought forward . . . \$524 32 \$30,112 46

Care of Grounds and Buildings.

Rebuilding fence . . .	\$241 10		
Signs and notices . . .	79 62		
	<hr/>	320 72	
			845 04
Balance unexpended, Dec. 31, 1884 . . .			<hr/> 6,333 14
			<hr/>
			\$37,290 64
			<hr/>
			30 75 50

WEST ROXBURY PARK.

LAND ACCOUNT.

Balance unexpended, Dec. 31, 1883 . . .	\$253,750 00	
Public Park Loan, issued Feb. 21, 1884 . . .	500,000 00	
	<hr/>	\$753,750 00
		<hr/>
<i>Expenditures.</i>		
Amount paid for land in 1884 . . .	\$403,139 22	
Balance unexpended, Dec. 31, 1884 . . .	350,610 78	
	<hr/>	\$753,750 00
		<hr/>

CONSTRUCTION AND MAINTENANCE.

Balance unexpended, Dec. 31, 1883 . . .	05	
Appropriation for the financial year 1884-85 . . .	\$24,000 00	
Amount transferred from Income Account . . .	6,621 86	
	<hr/>	\$30,621 91
Amount transferred to Appropriation for Bussey Park and Arnold Arboretum . . .	8,000 00	
	<hr/>	\$22,621 91
		<hr/>

EXPENDITURES FOR CONSTRUCTION.

Structures.

Shelter houses . . .	\$3,263 23	
Propagating house . . .	1,180 77	
	<hr/>	\$4,444 00

Clearing and Improving Grounds.

Labor and expenses . . .	3,813 56	
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Plans and Designs.

Surveyors and assistants . . .	\$3,531 50	
Surveying expenses . . .	247 19	
	<hr/>	3,778 69

General Work.

Superintendence and gener- al work . . .	\$1,248 12	
Tools and implements . . .	256 02	
Nursery . . .	367 39	
	<hr/>	1,871 53
		<hr/>
		\$13,907 78
		<hr/>
<i>Amount carried forward</i> . . .		\$13,907 78

PARK COMMISSIONERS' REPORT.

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Amount brought forward \$13,907 78

EXPENDITURES FOR MAINTENANCE.

Park Police.

Pay of men	\$2,820 24
Equipments and supplies . .	220 88
Paid Police Department, for extra men	126 00
	<hr/> \$3,167 12

Care of Grounds and Buildings.

Repairs and care of build- ings	\$1,794 61	
Signs and notices	183 43	
Insurance	45 00	
Damages	25 00	
Printing	4 64	
	<hr/> 2,052 68	5,219 80

EXPENDITURES FOR BETTERMENTS.

Betterment Expenses.

Clerical services at Registry of Deeds and Assess- ors' Office	599 00
Balance unexpended, Dec. 31, 1884	2,895 33
	<hr/> \$22,621 91

CHARLES RIVER EMBANKMENT.

LAND ACCOUNT.

Balance unexpended, Dec. 31, 1883	\$175,513 00
	<hr/> \$175,513 00

Expenditures.

Amount paid for land in 1884	\$500 00
Balance unexpended, Dec. 31, 1884	175,013 00
	<hr/> \$175,513 00

CONSTRUCTION AND MAINTENANCE.

Appropriation for the financial year 1884-85 . .	\$126,000 00
Amount transferred from Income Account . . .	1,606 54
	<hr/> \$127,606 54

EXPENDITURES FOR CONSTRUCTION.

Sea-wall and Filling.

Surveyors and Assistants	\$458 75
Borings and soundings	260 00
Printing and advertising	72 17
	<hr/> \$790 92

EXPENDITURES FOR MAINTENANCE.

Care of Grounds and Buildings.

Repairs and care of buildings	1,322 55
Balance unexpended, Dec. 31, 1884	125,493 07
	<hr/> \$127,606 54

MARINE PARK, CITY POINT.

LAND ACCOUNT.

Balance unexpended, Dec. 31, 1883	.	.	.	\$114,341 41
				<u>\$114,341 41</u>

Expenditures.

Amount paid for land in 1884	.	.	.	\$60,070 08
Balance unexpended, Dec. 31, 1884	.	.	.	54,271 33
				<u>\$114,341 41</u>

CONSTRUCTION AND MAINTENANCE.

Balance unexpended, Dec. 31, 1883	.	.	.	\$844 72
Appropriation for the financial year 1884-85	.	.	.	24,000 00
Amount transferred from Income Account	.	.	.	49 10
				<u>\$24,893 82</u>

EXPENDITURES FOR CONSTRUCTION.

Filling.

Filling material delivered by carts	.	.	.	\$6,408 51
Labor in measuring and levelling	.	.	.	1,706 39
Removing pier	.	.	.	201 50
Tools and implements	.	.	.	24 76
Engineering expenses	.	.	.	14 31
				<u>\$8,355 47</u>

EXPENDITURES FOR MAINTENANCE.

Structures.

Refectory building and fence	.	.	.	6,050 87
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Care of Grounds and Buildings.

Auction sale of buildings	.	.	.	49 10
Balance unexpended, Dec. 31, 1884	.	.	.	10,438 38
				<u>\$24,893 82</u>

WOOD ISLAND PARK, EAST BOSTON.

CONSTRUCTION AND MAINTENANCE.

Balance unexpended, Dec. 31, 1883	.	.	.	\$4,622 42
Appropriation for the financial year 1884-85	.	.	.	25,000 00
				<u>\$29,622 42</u>
Amount transferred to appropriation for Bussey Park and Arnold Arboretum	.	.	.	4,000 00
				<u>\$25,622 42</u>

EXPENDITURES FOR CONSTRUCTION.

Filling.

Amount paid for filling, under contract with John F. Barry	.	.	.	\$18,654 14
Amount paid for filling by teams	.	.	.	632 15
Culverts	.	.	.	425 00
Superintendence and measuring filling	.	.	.	284 00
Engineering expenses	.	.	.	32 29
Balance unexpended, Dec. 31, 1884	.	.	.	5,594 84
				<u>\$25,622 42</u>

PARK COMMISSIONERS' REPORT.

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DEPARTMENT APPROPRIATION.

GENERAL ACCOUNT.

Balance unexpended, Dec. 31, 1883	\$2,207 76	
Appropriation for the financial year 1884-85	5,000 00	
	<u> </u>	<u>\$7,207 76</u>

Expenditures.

Salary of secretary and clerk	\$3,000 00	
Clerical services at office, Registry of		
Deeds and Assessors' office	1,109 98	
Printing	657 99	
Landscape Architect Advisory	500 00	
Office expenses	106 82	
Stationery	87 40	
Maps and plans	53 30	
Coach-hire	12 00	
	<u> </u>	\$5,527 49
Balance unexpended, Dec. 31, 1884	1,680 27	
	<u> </u>	<u>\$7,207 76</u>

PARK NURSERY.

Balance unexpended, Dec. 31, 1883	\$1,273 81	
Amount transferred to Appropriation for Bussey Park		
and Arnold Arboretum	1,000 00	
	<u> </u>	<u>\$273 81</u>

Expenditures.

Labor and care of Nur-ery	\$98 45	
Balance unexpended, Dec. 31, 1884	175 36	
	<u> </u>	<u>\$273 81</u>

INCOME.

Receipts.

Balance remaining, Dec. 31, 1883	\$794 93	
Received from premium on loans	86,000 00	
Received from rents and sale of buildings, grass, fruit,		
and old materials	17,287 35	
	<u> </u>	<u>\$104,082 28</u>

Payments.

Paid for redemption of debt	\$89,000 00	
Transferred to West Roxbury Park	6,621 86	
Transferred to Bussey Park	1,684 93	
Transferred to Charles River Embankment	1,606 54	
Paid to City of Boston on account of redemption of		
debt	290 55	
Paid into Public Park Sinking-Fund	100 72	
Transferred to Marine Park	49 10	
Balance remaining, Dec. 31, 1884	4,728 58	
	<u> </u>	<u>\$104,082 28</u>

II.

Summary of Receipts and Expenditures on account of Back Bay Construction from July 23, 1877, to Dec. 31, 1884.

BACK BAY CONSTRUCTION.

Receipts.

From appropriations for Back Bay	\$996,783 78
From appropriations for Park Department	22,868 85
	<hr/> \$1,019,652 63

Expenditures.

Filling	\$439,041 73
Excavating, grading, loam, and general work	229,791 95
Retaining walls, curb and fence	107,207 71
Boylston bridge	92,011 43
Beacon Entrance bridge	55,394 62
Railroad bridge	39,995 04
Plans and designs	16,821 93
Office and general expenses	14,114 92
Plantations	10,417 79
Machinery, tools, etc.	8,810 91
Surveying	5,472 16
Agassiz bridge	572 44
	<hr/> \$1,019,652 63

III.

Receipts and Disbursements of the Department from the Organization of the Board, Oct. 8, 1875, to Dec. 31, 1884.

PUBLIC PARK CONSTRUCTION AND MAINTENANCE.

Receipts.

Public Park Loan	\$2,380,000 00
Appropriations, less transfers and merged balances	1,352,905 28
Income appropriated to maintenance	15,668 36
	<hr/> \$3,748,573 64

Disbursements.

Back Bay construction	\$1,019,652 63
West Roxbury Park land	749,389 22
Back Bay land	459,360 43
Marine Park land	165,728 67
Charles River Embankment land	124,987 00
Riverdale land	86,139 57
Wood Island Park land	50,000 00
Bussey Park construction	43,506 75
Bussey Park land	29,401 85
General account	20,975 77
Wood Island Park construction	20,355 83
West Roxbury Park construction	17,505 67

Amount carried forward \$2,787,003 39

PARK COMMISSIONERS' REPORT.

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<i>Amount brought forward</i>	\$2,787,003 39
Marine Park construction	16,561 62
West Roxbury Park maintenance	7,500 26
Riverdale construction	3,889 97
Park nursery	2,824 64
Charles River Embankment maintenance	1,709 64
Charles River Embankment construction	1,405 58
Bussey Park maintenance	845 04
Marine Park maintenance	146 30
Wood Island Park maintenance	49 33
Balance unexpended, Dec. 31, 1884	926,637 87
	<u>\$3,748,573 64</u>

PUBLIC PARK DEBT AND SINKING-FUND.

Receipts.

Back Bay betterment	\$279,942 64
Appropriations for interest on debt	217,524 50
Appropriations for Sinking-Fund	217,074 00
Income applied to the payment of debt	93,443 05
Interest on bank deposits and investments	59,593 02
From Park appropriations for Betterment Ex- penses	4,607 30
From City of Boston for redemption of debt	556 95
Income paid into Sinking-Fund	359 99
	<u>\$873,101 45</u>

Disbursements.

Public Park Sinking-Fund	\$556,969 65
Interest on Public Park Debt	217,524 50
Debt cancelled by Revenue	94,000 00
Betterment expenses	4,607 30
	<u>\$873,101 45</u>

DEBT STATEMENT.

The Public Park Debt, Dec. 31, 1884, to be paid as it becomes due from the Resources of the Public Park Sinking-Fund.

Back Bay, 4½% Loan, due Oct. 1, 1887	\$450,000 00
West Roxbury Park, 4% Loan, due Jan. 1, 1913,	234,000 00
Arnold Arboretum, 4% Loan, due Jan. 1, 1913	60,000 00
East Boston Park, 4% Loan, due Jan. 1, 1913	50,000 00
West Roxbury Park, 4% Loan, due April 1, 1913,	300,000 00
Charles River Embankment, 4% Loan, due April 1, 1913	285,000 00
City Point Park, 4% Loan, due April 1, 1913	213,000 00
Muddy River Improvement, 4% Loan, due April 1, 1913	119,000 00
West Roxbury Park, 4% Loan, due Jan. 1, 1914,	500,000 00
Muddy River Improvement, 4% Loan, due April 1, 1914	75,000 00
	<u>Total Debt</u>
	\$2,286,000 00
Less the means in the Sinking-Fund for paying the same Dec. 31, 1884	556,969 65
	<u>Debt, less means for paying</u>
	<u>\$1,729,030 35</u>

SINKING FUND STATEMENT.

Resources of the Public Park Sinking-Fund, Dec. 31, 1884, in Hands of Sinking-Fund Commissioners; being Bonds of the City of Boston and Cash, with the Dates when the Bonds became due.

West Roxbury Park, 4% Loan, due Jan. 1, 1913 .	\$100,000 00
Back Bay, 4½% Loan, due Oct. 1, 1887 .	75,000 00
Arnold Arboretum, 4% Loan, due Jan. 1, 1913 .	60,000 00
East Boston Park, 4% Loan, due Jan. 1, 1913 .	50,000 00
Albany Street, 6% Loan, due March 1, 1887 .	30,000 00
Muddy River Improvement, 4% Loan, due April 1, 1913 .	19,000 00
Total investments	\$334,000 00
Cash	222,969 65
Total resources	<u>\$556,969 65</u>

BACK BAY.

The planting of the Beacon Entrance was done early in the season, very little loss accruing from the usual dangers incident to the transplanting of shrubs and vines. This result was largely due to the favorable character of the season, and to the generally small size and properly prepared condition of the plants. The Lombardy poplars, placed on the crescent drive, from Commonwealth Bridge to Boylston Entrance, have also thriven well, with no losses, and are protected with guards.

Stone from Beacon Hill Reservoir for the foundations of the bridge on Agassiz Road has been collected on the ground, and work upon the bridge can be begun in the spring.

In the basin the various processes of dredging the waterway, grading the slopes of the embankment, lowering the marsh level, and spreading and composting the loam preparatory to planting, have made rapid progress, considering the extent of the work. All the loam available for the purpose, and in sufficient quantity, has been brought from the new basin of the water works in Framingham, and stored on the boundary roads, whence it will be removed to the various planting spaces as fast as the work of grading and subsoiling will permit. Compost heaps for enriching the soil are also ready for distribution, and large quantities of trees and shrubs have been collected for planting in the spring.

Ipswich and Jersey Streets on the north, and Boylston Entrance and Road on the south of the Boston & Albany Rail-

road, are ready to be laid out as public ways, and should be completed this year for public travel. Westland Entrance is now being finished, and it, together with the connecting road to Boylston Entrance, can also be opened.

The early completion of Commonwealth Avenue and the above roads will furnish a promenade and drive of interest to the general public, and make the adjacent lots available for building purposes.

A report by Mr. Olmstead upon some features and purposes of the design will be found below.

The Assessors' valuation from 1877 to 1884 of the 15,388,-567 square feet of Back Bay lands, which, in the estimation of the Board, were favorably effected by the locating and laying out of the proposed improvement, and were assessed a proportional share of the expense thereof, show an increase in valuation of \$11,651,049, or an average of 75 cents per square foot, while the entire betterment laid upon these lands averaged about $5\frac{6}{10}$ cents per square foot, only one half of which could be charged under the law to the estates benefited. This assessment was $3\frac{8}{10}$ per cent. of the valuation of these lands in 1877, while the increase in valuation in 1884 was 104 per cent., or more than twenty-seven times the amount of betterment assessed.

The valuation of land in the rest of the city, during the same period, was reduced \$5,645,000.

The Assessors' valuations of these estates, not including buildings, for the above eight years, are as follows:—

	Valuation.	Annual Increase.	Total Increase.
In 1877	\$11,143,751		
1878	12,290,392	\$1,146,641	\$1,146,641
1879	12,855,664	565,272	1,711,913
1880	16,529,900	3,674,236	5,386,149
1881	19,957,400	3,427,500	8,813,649
1882	20,847,500	890,100	9,703,749
1883	22,068,600	1,221,100	10,924,849
1884	22,794,800	726,200	11,651,049

Showing an increase in 1884 over 1877 of \$11,651,049, and yielding an increase of revenue in 1884 at the rate of \$17.00 per M. of \$198,067 83

The value of new buildings erected upon this territory since 1877 was \$8,837,700, from which the city derives an income this year of 150,240 90

Total increased taxes in 1884, \$348,308 73

The taxes upon the above increase of valuations of the lands assessed for betterment for seven years are as follows:—

	Increase.	Rate.	Tax.
In 1878 over 1877	\$1,146,641	\$12 80	\$14,677 00
1879 “	1,711,913	12 50	21,398 91
1880 “	5,386,149	15 20	81,869 46
1881 “	8,813,649	13 90	122,509 72
1882 “	9,703,749	15 10	146,526 60
1883 “	10,924,849	14 50	158,410 31
1884 “	11,651,049	17 00	198,067 83

Increased taxes on land	.	.	.	\$743,459 83
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The increased revenues from taxes upon new buildings erected upon these lands between 1877 and 1884 are as follows:—

	Increase.	Rate.	Tax.
In 1878 over 1877	\$461,300	\$12 80	\$5,904 64
1879 “	896,000	12 50	11,200 00
1880 “	1,866,700	15 20	28,373 84
1881 “	3,992,300	13 90	55,492 97
1882 “	5,549,100	15 10	83,791 41
1883 “	7,053,100	14 50	102,269 95
1884 “	8,837,700	17 00	150,240 90

Increased taxes on buildings	.	.	\$437,273 71
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SUMMARY.

Amount of betterments as- sessed	\$431,972 00	
Abated for over-estimate of land	\$375 00	
Assumed by city on land given for streets and in settlements of suits	103,593 62	
	<u>103,968 62</u>	
		\$328,003 38
Increase of taxes on increased valuation of the lands assessed for betterment		743,459 83
Increase of taxes on new buildings erected on said lands		437,273 71
Total increased taxes and betterments .		\$1,508,736 92

REPORT ON BACK BAY.

To the Park Commissioners:—

GENTLEMEN, — The principal work on the Back Bay continues to be that under the management of the City Engineer, which advances steadily in pursuance of the plan originally adopted, with good results, economically acquired, but mostly under ground or under water and little open to public observation.

In the outlet section, only, a near approach to finished condition has been attained, and, as this comes in view from much-used thoroughfares, increased attention is drawn to the work, and it may be desirable in your Annual Report to meet inquiries that the present appearance of it naturally suggests to those unfamiliar with the circumstances.

It should be understood by all to whom it may have recently come to be of interest that there had originally been a scheme for a public pleasure-ground in the locality, but that, upon representations of the City Engineer and the Superintendent of Sewers, this was, after long deliberations, set aside, because of the necessity of occupying the space with basins in which salt and brackish waters could be temporarily stored, and with other arrangements for regulating the drainage and sewerage of the city. The plan of the works now in progress is determined in its main features and controlled in its leading details by this necessity. It was anticipated that the elements of sanitary security would be so costly that at best it would be impossible to obtain appropriations for carrying on the work with the steadiness and rapidity demanded by the large interests at stake; and it was feared that any considerable modifications of them or additions to them possible to be made, with the object of obtaining results of architectural or gardening stateliness, would perilously overload the scheme.

When, in the midst of a city, much work is seen to have been done in the materials commonly employed in landscape gardening, as earth, soil, manure, trees, plants, rocks and water, it is difficult to suppose that the entire operation is not designed and directed for the gratification of taste. In this case the fact is quite otherwise. It is not from considerations chiefly of taste, for example, that the banks of the basin have been made in considerable part of somewhat monotonous steepness; that the central feature of the entire arrangement has been made with a soil of salt mud instead of a soil adapted to a turfy lawn; that a possibility has been accepted that the water in the basin could not at all times be

kept of an agreeable approach to purity or its margin be kept perfectly nice.

There is a question whether, accepting difficulties such as are thus suggested, it will be possible to avoid an offensive incongruity of character between the basins and the structures presumably to be built in the neighborhood in extension of the Back Bay residence quarter of the city, and to be separated from the basins by a broad road and steep banks. The hope is that by means of formal lines of trees on the road-sides and an informal disposition of trees, copses, and thickets on the slopes falling away toward the basins from these lines, the two things will be so far separated by an intermediate element, agreeable in itself, and markedly inharmonious with neither, that the incongruity will be little felt.

However that may be, what is certain is this: that if a pleasing interest of character is to be obtained in views over the basins, it will be far from the interest of a park or a garden. It will necessarily be an interest dependent on conditions of unmitigated rusticity, not at all of the affectation of rusticity, sometimes playfully introduced in close association with polished and elegant conditions. It must depend on elements of scenery and largely on forms of vegetation that may be associated — as they often are by nature with most agreeable effect — with the margins of salt creeks and harsh, weather-beaten headlands. I have an increasing confidence that pleasing results may, in time, be thus obtained, and, probably, before the city will be built about the property; but if so, they will be wholly unconventional, and, it is to be hoped, will not plainly manifest their artificial origin.

In that part of the work now more nearly completed, being the outlet part, north of Boylston Bridge, there are special local features, some reasons for which may be stated.

The circumstances allow a contrast of character to be sought between the banks of this short narrow passage and the miles of banks to be found about the broad basins on the south side of the bridge and the parkway beyond them; and, to make the most of the opportunity, it is desirable here to aim at a degree of variety of form and slope that would otherwise be excessive.

The outflow channel is required by the plans of the Street Department to be carried between two straight lines of bridge abutments at five different points within a distance of less

than 600 yards. The intermediate reaches of the channel are too short for expanded pools or a quiet character in the shores and what would otherwise be an excessively wriggling disposition of the banks has the advantage of avoiding a sewer or canal-like directness of channel. Much would have been gained if all the bridges had been of masonry; but the conditions would have made them excessively costly.

It is necessary to use a certain amount of stone at points in the facing of the banks to guard against drifting ice. This gives reason for a buttress-like abruptness of bank at these points. Such abruptness being accepted, it is better to make a decided feature of it, and let it control the character of the scenery of the outlet in contrast with that of the basins above where there can be no headlands. Large field-stones, have, therefore, been procured from the waste of the city's gravel banks and piled together to obtain boldness of projection. At present the stones, somewhat unhappy in color, are offensively conspicuous, and the several points have too much repetition of character. They will not only, in time, lose their present rawness of color, but will all, in a great measure, soon disappear under leafage, while, through the difference in the forms of vegetation growing out from between the stones and upon their flanks, their similarity of aspect will be lost.

The ground has been planted with a density which would be excessive were the conditions not extraordinarily bleak. It has been planted also with an excessive variety, and in parts not harmoniously, with the expectation of thinning out a part of the plants when they shall have served their purpose of nurses, and in the meantime of determining experimentally whether certain of them can be depended upon to grow satisfactorily under the extreme exposure of the situation.

Lombardy poplars have been planted on the side of the road by which Boylston Bridge is to be approached from Commonwealth Avenue. The situation is an exceedingly trying one, and, until buildings shall break the force of the wind from the north-west, hardly any trees can be expected to grow in it without acquiring stunted and distorted habits. It is hoped that the poplar, if frequently cut in, will by its vigorous, compact growth, for a time, serve a good purpose.

This row of poplars terminates on the north at a point where, if continued, it would interrupt the prospect from Boylston Bridge over Charles River. The entire scheme of planting is determined with regard to this view; to the reverse view from Commonwealth Avenue through the arch of Boylston Bridge, and to the subordination, as far as prac-

licable, of the railroad and other rigid and uncongenial features of topography.

Respectfully,

FRED'K LAW OLMSTED,
Landscape Architect Advisory.

RIVERDALE.

Six parcels of land have been bought during the year, making fourteen in all now belonging to the city, and negotiations for the purchase of the remaining lands are proceeding. The cost of the lands thus far purchased has been within the assessed valuation.

The Brookline Commissioners have nearly completed the purchase of the lands within the territory of the town.

The gate-house, near Brookline Avenue, for regulating the flow of waters to and from Charles River, through the covered channel of Muddy River, has been completed under the direction of the City Engineer. The building is of face-brick with freestone trimmings, and was designed by the City Engineer and City Architect.

BUSSEY PARK AND ARNOLD ARBORETUM.

Work upon the driveways has been continued during the year, and the driveway from South to Centre Streets, half a mile in length, completed and opened to the public. The walls at the entrances are built of stone quarried upon the Bussey estate. Nearly a mile of walks have been finished, and other portions of the driveway are subgraded, and will be completed as fast as the funds placed at the disposal of the Board will permit.

The areas designed for plantations are being prepared under the direction of the Director of the Arboretum, and large numbers of trees and shrubs, now in nursery, will be set out in the spring. This work, and the care of the plantations, when made, will devolve upon the college.

It is important that the construction of the driveways should go on as rapidly as the city can afford the means, as this work must precede the operations of the Arboretum.

The Board is still of the opinion, expressed in its report for 1882, that additional wild lands in the vicinity of the Arboretum should be secured while they can be obtained at a nominal price, and held for future park extension. A

moderate loan for this purpose would enable the Board to secure a large tract of very desirable lands of great beauty for park purposes, though of but little value for other uses. These lands can remain in their present condition till the needs of the city require their development.

The plans of the Board contemplate a thoroughfare on the easterly side of the Arboretum running from Centre to South Street, opposite Morton Street, and near the Forest Hills station of the Boston & Providence Railroad. The location of this road is upon the park lands throughout, and should be laid out as a public way and built by the Street Department. It will furnish a direct route from Jamaica Pond, *via* Orchard and Morton Streets, to the West Roxbury Park and Dorchester, and improve the street plans of this part of Jamaica Plain.

WEST ROXBURY PARK.

The topographical surveys of the West Roxbury Park, which have been in progress during the past two seasons, were completed last fall, and have been protracted upon a map, showing contours of two-foot rise, and all objects affecting the condition of the grounds. A doubly reduced copy of this map with four-foot contours, and otherwise simplified to bring it within the scope of a report for general distribution, is herewith presented, together with a report from the Landscape Architect on the general character and value of the lands for park purposes. A design for laying out the park is now being prepared.

The highest point within the park limits is on the Sargent rocks, at the northerly end, near the corner of Walnut Avenue and Seaver Street, where an altitude of 196 feet above sea level is reached, and from which a general slope, diversified with hills and dales, is maintained to the low level of forty-eight feet at the extreme southerly end,—a total fall of nearly one hundred and fifty feet.

The view from the highest point at the ground level is intercepted by the trees which cover this section, but the old tower still standing commands a fine panorama stretching from the hills of Milton and Brookline on the south and west to the harbor and bay on the north and east, and including the city and adjacent country.

The rocky ground on the westerly side, near Glen Road, rises to a height of 186 feet, whence a fine view to the westward is obtained, the view eastward being obstructed by the dense woods of oaks and pines covering this part of the grounds. The land is here wild and rugged, having pictu-

resque glens and deep ravines, with high and precipitous slopes of rock, rising abruptly in some places from 60 to 100 feet. The lowest point in the park (34 feet) is in this section, near the corner of Forest Hills and Williams Streets. The woodlands here also are of the largest growth and greatest extent, covering about sixty acres.

The highest point on the easterly side is near the stone tower on the Seaver Street and Blue Hill Avenue corner, overlooking a valley to the west interspersed with groves and isolated copses. The view from the top of the stone tower is more extended, commanding the park lands and farther country to the Blue Hills.

The highest grounds at the southerly side are on a hill of 158 feet, and on the rock, near the corner of Scarborough and Morton Streets, which is 136 feet high and 65 feet above the ground at its base. The country here is quite well covered with groves of deciduous trees, mostly oaks, interspersed with a few large pines.

Three shelter houses have been erected the past season on eminences commanding extensive views, and generally visible from all parts of the park. One of these is near Walnut Avenue, another at the ball-field near Glen Road, and the third on the hill, near Scarborough Street. They are already much used by visitors to the park.

The Sewall house on Blue Hill Avenue, between Glen Road and Williams Street, will be fitted up early in the season with a refectory and conveniences for the refreshment of visitors to the park. This house, standing on a hill of 168 feet elevation, commanding picturesque views, is well adapted for the purpose, and conveniently located near the Highland Street railway-station.

The Thomas house has been used as an office of design and superintendence for the Landscape Architect, and as a residence for the Assistant Landscape Gardener.

A temporary house for propagating trees, shrubs, and woody plants has been built, and ground for a nursery prepared near by.

The park has been largely used by the community during the past season. It is thronged on Sundays and holidays, and the number of week-day visitors is increasing. Additional grounds have been provided for ball-playing and tennis, and the picnic groves have been almost constantly occupied by school picnics and children's excursions. The Church house, at the corner of Forest Hills and Morton Streets, was placed at the disposal of a society for giving mothers and children a holiday in the country, and it was occupied regularly through the season.

A large civil and military assemblage occurred on July 4th, it being the centennial anniversary celebration of the Roxbury Artillery Company.

REPORT ON WEST ROXBURY PARK.

To the Park Commissioners: —

GENTLEMEN, — I respectfully submit the following propositions in respect to the plan of West Roxbury Park.

1. The prime object will be to present favorably to public enjoyment a body of rural and sylvan scenery, large in scale, simple and tranquil in character; and, in contrast and as a foil to this, passages of a wild, rugged, picturesque and forest-like aspect.

2. It is desirable that the larger part of the park should be of such character that it can easily be kept in good order and sustain its design without great expense, and that for this purpose it should have less of a garden-like and more of a distinctively park and forest-like character than is now generally attempted in American parks.

3. *If, apart from the main provisions above suggested, and without seriously interfering with them or excessively restricting their extent,* the following proposed arrangements can be included in the general design, it is desirable that they should be: —

A. A place of general congregation where carriages, horsemen, and foot visitors may be brought together without clashing and under conditions favorable to the enjoyment of a gay throng.

B. A ground suitable for public festivities, especially for parades of children such as are made on the Brooklyn Park; also for displays of fireworks, balloons, and other exhibitions. This would relieve the management of the park of a responsibility elsewhere found very embarrassing.

C. Provisions by which families will be encouraged to make basket-meals and picnics on the park, and by which, especially, mothers with young children, unable to go out of town during the summer, may be invited to make lengthened visits to it.

Lastly, if suitable ground can be found that may be reserved without crippling the park for its main object, it is desirable that the plan should admit of the city's holding in readiness a sufficient area to be leased to a proper organization for establishing, by private means, a public Zoölogical and Exotic Garden, as has been done in connection with the public parks of the cities of London, Paris, Dublin, Antwerp, Amsterdam, Cologne, Philadelphia and others, and as has

been repeatedly attempted in New York unsuccessfully because the primary plan of the park did not admit of it.

Respectfully,

FRED'K LAW OLMSTED,

Landscape Architect.

22d December, 1884.

MARINE PARK, CITY POINT.

A small amount of filling has been done by teams, and the landing and all but two of the buildings removed. The studio building, formerly standing by the water-side, has been moved to the street line, and fitted up as a refectory and shelter, which will be opened in the spring. Its broad, cool verandas, from which fine views of the harbor and islands are obtained, will be attractive to visitors, and furnish a shelter from the sun and rain.

The building of Q Street to its full width should be undertaken at once by the Street Department, to render access to the park more secure and easy, and enable the planting of trees upon its borders to be done in the spring.

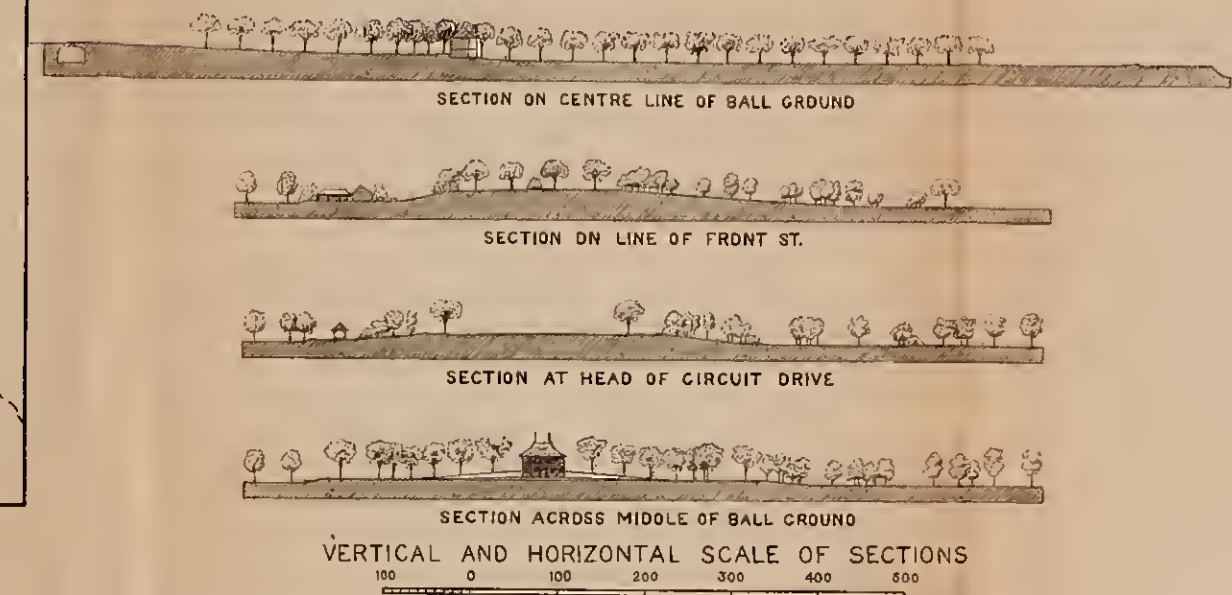
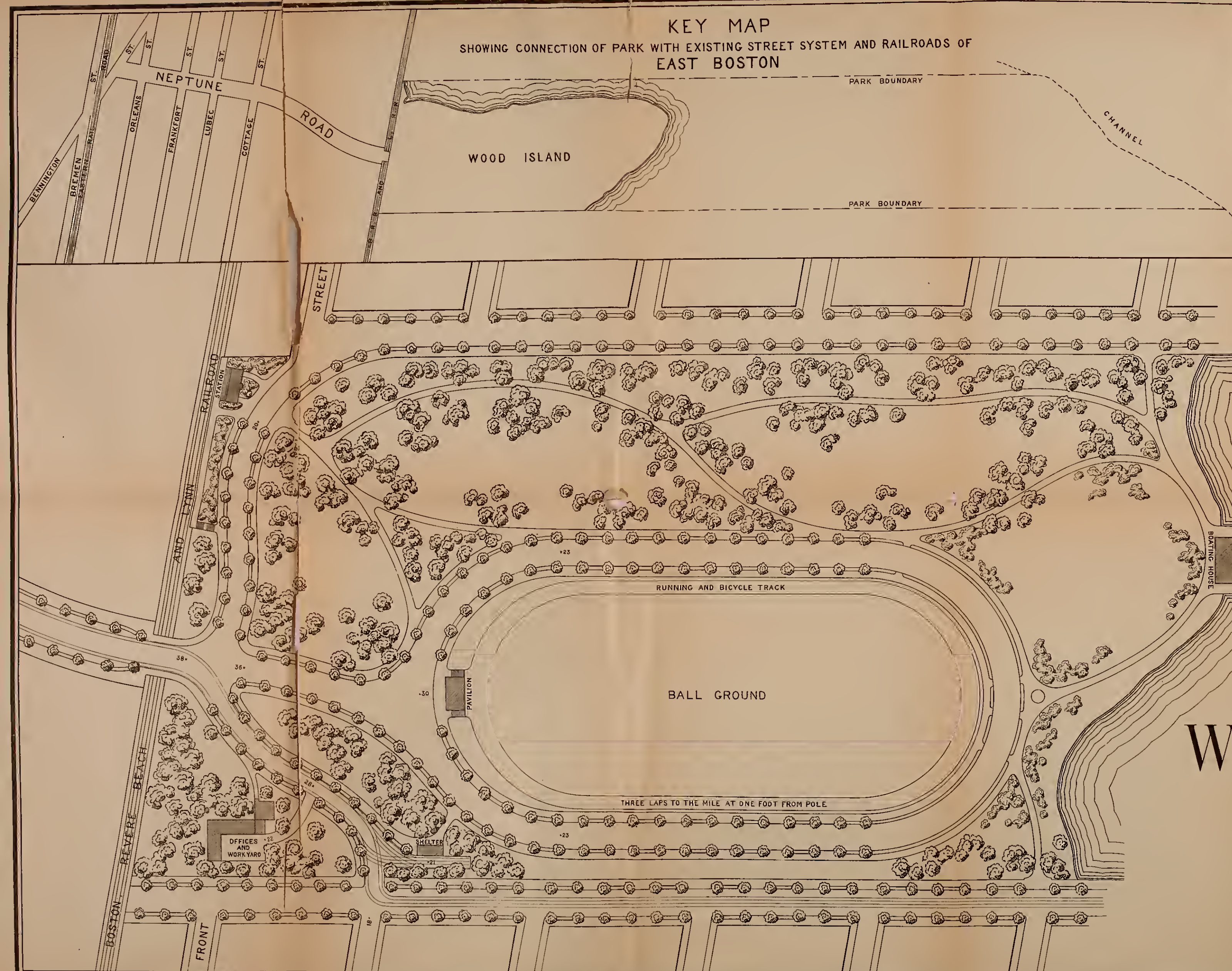
In the report of the Board last year it was stated that a bill was then before Congress authorizing the occupancy by the city of Castle Island, in connection with the proposed park of Dorchester Point. The proposition, not being favorably entertained at the War Department, failed to pass. The subject has since been under discussion, and it is hoped that in a modified form the design may be acceptable to the War Department, and the proposition meet the approval of Congress. It may be said that a public ground in the position proposed is thought to be desirable from the point of view of the War Department, and the opinion is unofficially expressed that it would be much better to preserve a larger area of the Commonwealth flats from buildings, as, in the event of an attack on the fort, they would probably be set on fire and the heat and smoke from them would render the fort less tenable.

The Board therefore repeats its recommendation that the Legislature be petitioned for a grant of the flats east of Q Street for park purposes.

WOOD ISLAND PARK, EAST BOSTON.

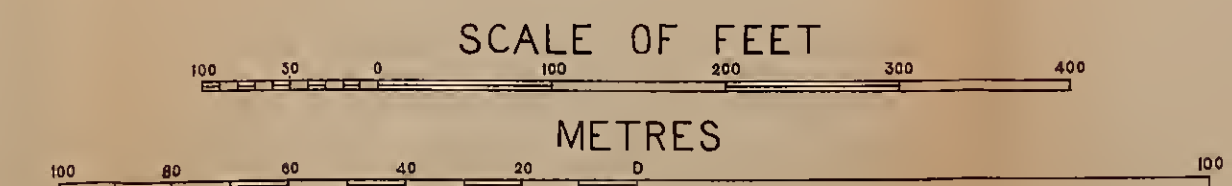
A preliminary design for the laying out of Wood Island Park, and an accompanying report in explanation of the same

KEY MAP
SHOWING CONNECTION OF PARK WITH EXISTING STREET SYSTEM AND RAILROADS OF
EAST BOSTON



PARK DEPARTMENT
CITY OF BOSTON
1884
COMMISSIONERS
CHARLES H. DALTON
WILLIAM GRAY JR.
HENRY LEE

PRELIMINARY PLAN
FOR
WOOD ISLAND PARK
EAST BOSTON



F. L. OLMSTED, LANDSCAPE ARCHITECT.
The Belknap Printing Co. Boston.

by the Landscape Architect is herewith submitted. Considering the circumstance of this location being the only public open space of any considerable size in this district, the design has largely in view arrangements for out-door games and athletic exercises.

The parkway, or Neptune Road, has been filled to the proper grade from Bennington Street to the Boston, Revere Beach & Lynn Railroad, and the City Engineer's Department is now preparing plans for a bridge over the railroad at this point.

REPORT ON WOOD ISLAND PARK.

To the Park Commissioners:—

GENTLEMEN,—I have the honor to submit to your consideration a plan for laying out the city property known as Wood Island Park, within which will be the continuation and terminus, toward the harbor, of Neptune Road, now under construction, which is designed to be the pleasure drive of East Boston. The site is a promontory, the stem of which is crossed, in a cutting, by the Revere Beach Railroad, over which the Neptune Road must pass by an archway. On the north-east side is a bay, becoming a broad mud-flat as the tide falls. On the south-west there is marshy ground, with high land beyond. On both sides the bordering land is private property, and is liable to be embanked and built over. On the south-east only can a permanent outlook be depended upon. In this direction there is a fine view down the harbor. The attraction of the locality is found in this view, and in the sea-breezes by which it is swept in summer. The ground is now treeless, and, because of its severe exposure and dryness, only the hardiest class of trees are likely to be long-lived and flourishing in it. For this reason, and also because low masses of foliage would obscure the outlook and obstruct the sea-breezes, ordinary pleasure-ground treatment of this site is inadvisable. The principal planting should be of the different sorts of oak, hickory, maple, birch, elm, lime, and ash, that have been found most enduring in Eastern Massachusetts, and in standard rather than lawn-like form.

As proposed by the drawing herewith submitted, Neptune Road is to be divided on entering the grounds, forming a sweep, from all parts of which the harbor-view and the sea-breeze may be enjoyed. For this purpose the base of the drive must be in part an artificial shelf or terrace of earth for which material is to be obtained by spreading out the central ridge of the promontory. Upon the level

to result from this reduction a field of turf is to be formed fitting to games of base-ball, cricket, lacrosse, tennis, and other sports. On its boundary a track is to be laid suitable to walking, running, and bicycle exercises, and between this and the roadway is to be a promenade for spectators. The play-ground is six hundred by three hundred feet, or about four and a half acres, in extent. The running track is a third of a mile in length; the driving course half a mile.

At the north end of the play-ground a structure is placed, the basement of which will contain lavatories, closets, and arrangements for the convenience of players; the upper part, entered from the level of the walk, a shelter for visitors in sudden showers, and a gallery for viewing the games; elsewhere, retired from general view, a police station, superintendency, and work yard, and on the shore at the south point, a boat-landing, with a shelter and arrangements for letting boats and fishing-gear and the safe keeping of boat-equipments.

A key-plan is presented on the same sheet, showing the manner in which the park is connected by Neptune Road with the existing street system of East Boston, and on the main plan a possible extension of the street system upon the ground adjoining the park is forecast. The need for a street railroad, to give access to the park is assumed, and a route laid down by which it will cross a corner of the ground and take up visitors at a siding, from a proper shelter within it. A park station for the Revere Beach Railroad is also shown, with a suitable station-house, and route therefrom to the play-ground.

The drive and adjoining walk of the park are to be considered as a necessary continuation of the Neptune Road as already laid out and begun. The small buildings proposed will be found indispensable to any considerable public use of the property. In other respects, though intended to provide every condition of a public ground desirable in the peculiar circumstances of this locality, making its distinctive advantages available, and controlling its disadvantages; the plan will, it is thought, be as little costly to carry out as any that could be devised.

Respectfully,

FRED'K LAW OLMSTED,

Landscape Architect.

CHARLES RIVER EMBANKMENT.

Negotiations with the Harbor and Land Commissioners to procure the license necessary to be obtained before the construction of the sea-wall could proceed, occupied so much of the season that the work could not be begun. A contract has been made with Messrs. Parker and Sylvester, contractors, of this city, for building the sea-wall and filling in the grounds for the sum of \$153,635, under which work will begin as soon as the season will permit.

Some buildings have been removed, and a considerable amount of filling has been received from the intercepting sewer without cost to this department. The remaining buildings will be removed early in the spring, and the areas graded for temporary use as play-grounds.

JAMAICA PARK.

Jamaica Pond, with its surrounding lands, was included in the park system as originally planned by this Board, and a full description thereof, with a map of the proposed area, was published in its report of 1876, and again in the seventh annual report of the Board (City Doc. 16, 1882), in which also was urged the importance of early action in the premises, to which reference is hereby made.

Unless early action is taken to secure these lands, the present estates may be cut up into house-lots, and improvements made, which will, by increasing the valuation, put the lands out of the reach of the city to obtain at present values.

The present valuation of these estates is \$348,400, and the Board recommends that a loan of \$350,000 be authorized, to be issued only as fast as needed to purchase the estates now in the market, and to secure others from time to time as arrangements therefor can be made.

It is thought that if a law could be enacted by the Commonwealth to permit the leasing of some of these estates to their present owners on equitable terms, it would facilitate the matter of securing the fee of the lands to the city at reasonable prices.

The Board submits the following draft for a bill, and, if it meet your approval, together with the above recommendation, advises that an application be made to the Legislature for the passage of such an act:—

Draft for an Act permitting the Leasing of Estates taken for the Purposes of a Public Park.

"Whenever the owner of an estate which may hereafter be taken for the purposes of a public park shall, at the time of

said taking, occupy said estate as his home, and shall desire to continue so to do, he may, within one year of said taking, apply to the Board of Park Commissioners for a lease of said estate or of any part thereof. If said Commissioners shall deem that it is desirable to make such lease, they shall be authorized to make a lease of said estate, or of any part thereof, to such former owner for such term, not exceeding the life of said former owner, and upon such mutual restrictions, reservations, covenants, and conditions as may be agreed upon between said Commissioners and said former owner."

LAND SETTLEMENTS.

Of the 500 acres within the West Roxbury Park, 335 acres, or two-thirds of the whole area, have been paid for at the rate of \$1,900 per acre for land, or an average of \$2,237 per acre including buildings. Of this area 156½ acres have been settled for during the year.

One of the two suits against the city for the taking of lands for the Marine Park has been settled, and the other will probably soon come to trial.

EXPENDITURES FOR IMPROVEMENTS.

In regard to the construction of driveways and walks, and other permanent improvements of the park lands, the cost of which must by law be raised by taxation, the Board refers to its opinion, expressed in its report of 1876, that "justice to tax-payers, and a wise prudence in the management of the finances of the city, will suggest that expenditures for improvements should be spread over many years." The current expenditure on the West Roxbury Park will be mainly the care of its natural forests, the removal of division walls and fences, and the cutting of the grass. The preservation and improvement of these forests is highly important, and the Board has been at pains to secure an experienced forester for this work.

There is no immediate necessity for large outlays for improvements, as the grounds in their present condition offer plenty of attractions to visitors. The plan for the ultimate improvement of the park, with drives, walks, ornamental water, etc., will be completed this year; but its execution should not be hurried. A very moderate annual expenditure will probably satisfy the expectations of citizens in this direction.

COPLEY SQUARE.

An appropriation of \$30,000 was made by the last City Government to be expended by this Board in acquiring the small triangle of land on the east side of the square for park purposes. Its final consummation awaits the action of citizens who have subscribed the additional sum needed to complete the purchase.

A small appropriation will be required to fill the excavation now existing and prepare the ground for improvement, which should be provided for in the annual appropriation bill.

If it should be thought desirable to make a change in the plan of this square, as has been suggested, the Board is of opinion that such a change should be considered before any further work of improvement is done, beyond the mere filling of the land to the street level.

COVERED CHANNEL, MUDDY RIVER.

The annual report to this Board of the City Engineer, which is appended, calls especial attention to the great damage, amounting to over \$20,000, done to the Covered Channel of Muddy River by the building of a sewer in close proximity thereto by the Sewer Department.

The accident is due, in the opinion of the Board, to the fact of the divided responsibility which the present policy of conducting our public works presents, and points to the necessity of consolidating the various underground works, now under separate administrations, in one department, or of providing that all such public works shall be done under the direction of the City Engineer.

Respectfully submitted,

CHARLES H. DALTON,
HENRY LEE,

Commissioners.

Boston, January 24, 1885.

APPENDIX.

OFFICE OF CITY ENGINEER, CITY HALL,
BOSTON, Jan. 20, 1885.

CHARLES H. DALTON, Esq.,
Chairman Board of Park Commissioners:—

SIR, — The following report upon the progress and present condition of the work on the several parks and other matters, with the execution of which I have been intrusted by your Board, is submitted in accordance with your request: —

BACK BAY.

Gravel Filling.—There have been no written contracts made for filling during the past year, but a final settlement has been made for the work done under the contract of April 29, 1880. The amount paid was \$9,208.32. The total amount of filling paid for by the Park Department under this contract was 10,459 squares.

During the year a considerable amount of gravel has been required for grading around the Boylston Arch, and for forming the shores of the water-way. This gravel has been furnished by the Boston & Albany Railroad Company, as it has been needed, for \$3.50 per square. The amount used was 7,111 squares.

Grading and Loaming.—The transportation of loam from the water-works, Basin 4, at Ashland, was continued until September 22, and there have been delivered 77,659 cubic yards of loam and 12,093 cubic yards of muck. This latter has been composted with 468 cords of stable manure, in readiness for use on the grounds.

As early in the season as it was practicable the grading of the slopes and areas to be covered with loam was commenced, and this material was delivered by the cars as close to the prepared areas as it could be. The rehandling of a large amount of the loam was in this way avoided, and, by extending the railroad tracks entirely around the park on the boundary roads, the loam not required for use during the past season has been piled at points convenient for future disposal.

The areas now graded and loamed for planting comprise 329,000 square feet, or 24% of the surface, which is to be treated in this manner; of this area 114,000 square feet have already been planted.

In connection with this work the Joint Standing Committee on Streets authorized the grading and loaming of the open areas on the Commonwealth Avenue extension. The plans for this grading have been furnished by Mr. Olmsted, and the work has been completed in accordance with them.

The excavation of the marsh to the established grades has been continued, and 227,000 square feet, or 27% of the whole area, has been excavated and resodded at the new grades.

Excavation of Water-Way.—The dredging plant, consisting of the dredge, tug-boat, and five scows has been in continuous use during the season.

The excavation of the water-way and the formation of its gravel shores have been actively prosecuted, and 15,500 linear feet, or 58% of the whole length, is completed. The mud and other materials dredged from the water-ways have been used to fill the low areas to be flooded in times of freshets, and in other places where it could be used to advantage.

The area of the channel now excavated comprises 823,000 square feet, or 65% of the whole.

The total amount of material handled by this plant during the year was 70,891 cubic yards, of which 62,621 cubic yards were dredged from the water-way. The cost per cubic yard was 18 $\frac{9}{16}$ cents.

Boylston Bridge.—At the beginning of the year this structure was incomplete, so far as the wing and spandrel walls were concerned; but the arch was finished and the centring had been struck. A sufficient quantity of the red granite grout was obtained in the spring to build the unfinished portions of the walls; the stone-work and brick intrados have since been cleaned and pointed, and the entire structure, together with the connecting embankment and wing-walls, is now completed.

Granite Curb and Fence.—The curb around the triangular area at the junction of Commonwealth Avenue and Jersey Street has been set, and the area surrounded by it has been graded and covered with loam ready for planting. The railing around the planted areas on the Beacon Entrance has been painted.

Covered Channel, Stony Brook.—This work was completed in 1883, with the exception of some minor details pertaining to the gate-chamber. These details, such as windows, floor-gratings, etc., it is not desirable to complete until the work on Back Bay is further advanced, when the building can be better protected from malicious damage.

The gate-chamber and conduit have been in constant use since their completion in providing for the flow of Stony Brook and regulating the height of water in the basin, and fulfil perfectly the objects of their construction.

Covered Channel, Muldy River—A description of this channel is given in the report for 1883. The wooden conduit section was completed in the fall of 1883, and was immediately used to convey

the flow of Muddy River to the Charles River Basin. It was continuously in use until the 13th of October of the present year, when the accident happened which has rendered its use since undesirable.

The conduit was in perfect condition until the latter part of July, when the Sewer Department commenced building a sewer in Brookline Avenue, on its northerly side, and within a few feet of the side of the conduit.

The trench for this sewer was not braced in such a manner as to properly protect the conduit from injury, nor was the bracing left in, in most parts of it, and no care was taken in backfilling it: as a result of these operations, the entire length of the wooden conduit section of the Muddy River Channel in this avenue was injured by spreading, on account of the practical removal of its side support.

Although the attention of the Sewer Department was called to this matter, and a change was made by it in the manner of doing the work, the change was not sufficient to prevent the injury, although it served to modify it.

When this conduit was built it was expected that some change of form would take place if the grade of the avenue was ever raised, and its section was made such as to provide for it without serious injury; but it was not anticipated that the operations of another department would so injure the structure as to practically destroy its ability at certain points to resist the additional pressure of the filling.

The length of the injured section is about 2,345 feet, and of this about 300 feet have been repaired, and the remainder temporarily braced, at a cost of \$5,758. The cost of repairing the remainder will be about \$15,000, and an appropriation will have to be made for this purpose, and for completing the work on the gate-chamber, and for filling the right of way across the land of the Boston and Roxbury Mill Corporation.

The substructure of the gate-chamber was completed in October, and the connection conduit between the gate-chamber and the Back Bay water-way has also been completed as far as practicable.

The work of building the superstructure was commenced on October 24, and it is now substantially completed. This building was designed by City Architect Vinal, and is constructed of brick and sandstone.

BUSSEY PARK AND ARNOLD ARBORETUM.

The principal work done at this park during the past season has been in connection with the driveway connecting Centre and South Streets. After the grading and drainage was completed, and the road-bed was ready for ballasting, it was found that there was not stone enough on the ground or in the old walls to complete the work. By permission of the Harvard College authorities an old quarry on the Bussey farm, outside the limits of the park, but conveniently near to it, was reopened, and from it a sufficient quantity

of stone has been obtained to complete the driveway and adjacent walks.

The length of the driveway which has been completed is 2,690 feet, and of the walks 4,970 feet.

The equipment for road-building consists of a steam-engine and stone-crusher, two grooved rollers, a water-cart, etc., and, unless more work is to be done the next season than has been laid out for the past, it will not be necessary to increase it.

During the winter a small force is kept at work in the quarry, and the walls and gate-posts at the Centie and South Street ends of the completed driveway are being built.

WEST ROXBURY PARK.

The topographical survey of this park has been completed and a plan made. The work has been very thoroughly done, and has taken more time than was anticipated; but the advantage of having an accurate and reliable plan will fully compensate for the time and money expended in making it.

In addition to making the topographical survey and plan, surveys and plans have been made of a number of estates, and permanent boundary-posts and lots have been located and set wherever the property lines were not well defined by other landmarks.

A small force of laborers has been employed in doing the grading for the new shelter buildings, preparing ground for a nursery, and cutting down fruit and other objectionable trees.

Shelter buildings have been erected at different points in the park. One is located on Scarborough Hill, one on the high ground near the junction of Glen Road with Blue Hill Avenue, and another near the junction of Glen Road with Walnut Avenue. The buildings are each 40 ft. \times 20 ft. and were built by days' labor, from a design furnished by Mr. H. H. Richardson.

A propagating-house, 36 ft. \times 54 ft., has been built on the Thomas estate, in close proximity to the mansion-house, which is now occupied in part as the office of the Landscape Architect Advisory, Mr. F. L. Olmsted, and his assistants, and in part as a residence by his principal assistant, Mr. Fischer. An area of about one acre adjoining the propagating-house has been prepared for a nursery.

MARINE PARK, SOUTH BOSTON.

The building on the Smith estate, formerly occupied as a studio, has been removed from its position at the water edge to a location on P Street, between Broadway and Fourth Street, and has been practically rebuilt, so as to provide a waiting-room and shelter for ladies and children.

The unsightly places caused by the removal of buildings have been filled and graded, so that the grounds are now safe as well as sightly. The low, sandy portion of the grounds between Fifth and Sixth Streets, and extending to the beach, have been covered with clayey material: and in the spring, by rolling, will be smooth and easy to walk and play upon.

In all $1,966\frac{4}{10}$ squares of clayey material and gravel have been deposited upon this park, at a cost of \$3.50 per square, cart measurement.

A temporary fence has been erected on the proposed street line of the park, and the old plank benches have been distributed throughout it for the convenience of visitors.

WOOD ISLAND PARK, EAST BOSTON.

A contract was made September 20, 1884, with Mr. John F. Barry, to fill the driveway from Bennington Street to the Revere Beach Railroad. Mr. Barry commenced work on September 24, and has delivered and deposited in place 5,819 squares of filling between that time and January 1, at his contract price of \$3.35 per square, bank measurement.

The driveway is 100 feet in width, and has been filled in such a manner as generally to retain the slopes upon the land of the city. A wooden sluiceway was built through the driveway, to prevent damage, or a nuisance which might be caused by damming the tidal estuary crossed by the driveway.

Plans are now being prepared for bridging the Revere Beach Railroad, and estimates of cost can be submitted when required by your Board.

CHARLES RIVER EMBANKMENT.

In June an application was made to the State Board of Harbor and Land Commissioners for a license for the construction of the sea-wall, and for doing the other work required in connection with this improvement.

Some questions arose in relation to the compensation for land and for displacement of tide-water, and also in regard to the end connections of the sea-wall, which were not finally settled until December. Although late in the season it was deemed advisable to advertise the work for proposals, to be received on December 16. At that date seven proposals were received, ranging from \$153,635, the lowest, to \$265,700, the highest.

A contract was made with the lowest bidders, Messrs. Parker & Sylvester; and, although it was not anticipated that they would commence the work before spring, they now propose to begin in a very short time if the weather will permit.

The work consists of building a sea-wall from the southerly side of Canal Bridge to the northerly side of West Boston Bridge, on the lines defined in Chapter 92 of the Acts of the Legislature for 1884, of building boat-landings or piers at the two angles of the wall between the bridges, of filling the acres enclosed by this wall, and of removing to or below low-water mark the existing walls and filling where they project beyond the lines of the new wall.

The wall is to be built of granite masonry laid in mortar. The foundation is to be generally a wooden platform; but, where the surface of the ledge-rock is too high to allow a pile foundation, split stone, or other suitable masonry foundation, is to be substituted.

Compensation for tide-water displacement is to be made by

dredging the filling required from the Charles River Basin at places acceptable to the Board of Harbor and Land Commissioners, it being understood that the Board will designate areas from which gravel can be obtained.

Respectfully submitted,

HENRY M. WIGHTMAN,
City Engineer.

